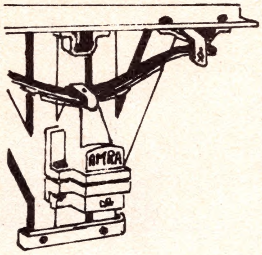

Editorial
JOURNAL BOX

THINK BIG IN 73.

With our membership now approaching 800, I believe we should all cast our minds and our energies to making our Association one of the biggest and best there can be.

From the remarks printed in "Pop Valve", it would appear that we have many members who find very little right with our Association.

I think that if we all thought more about "what is RIGHT with AMRA" and less about "what is WRONG", and then communicated these thoughts to others, we could turn our 800 members into a really meaningful Association.

Then again, perhaps there is not enough right with the Association, and we should disband and form a number of small clubs.

I will be pleased to publish any comments that this little effort produces. Anyway, have a think about it.

COVER PHOTO

Two entries in the 1972 competitions. The loco won the TIM DUNLOP CUP and the Zig Zag signal box won the CANDEMAH CUP - both models by Howard Armstrong.

Photos of competition entries by Jack Parker.

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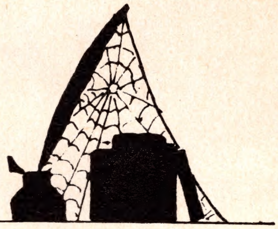
THE SECRETARY'S DESK



When the current membership cards were sent out, they were accompanied by a form "Why doesn't A.M.R.A.?", "Requests and Suggestions" "Bright Ideas" etc. and some were returned under the different headings.

For those pertaining to "Why doesn't A.M.R.A."

The first one related to size of memberhsip cards. Now that the matter of size has been raised, we will give consideration to a reduction in size when next ordering new stock. We still have a quantity on hand.

Why doesn't A.M.R.A. send me N scale standards? Last year our standards were revised and a new edition printed, including some N gauge. In a Secretary's Desk, I made mention of this and invited any member requiring a new edition to drop me a line and he would receive one. On checking back this was issue 93 July/August 1971. So far I have received only one request. All new members since that date, have received it as part of the initial literature.

Why doesn't A.M.R.A. publish Railwayiana as apart from the model scene only? Well we are a Model Railway Association, but on looking through the last two years issues, there was prototype information in the majority of issues. We have also been taken to task, for publishing prototype in a model magazine. We just cannot please everyong.

As for State Branches not advising. In N.S.W., at least, each member is sent a copy of the years program, (what some do with them the Lord only knows) and most of the programs appear in Journal. I thought the Branch Exhibitions are well publicised in Journal, or are we expected to publicise other peoples' shows for them?

I would like to see the State Secretaries, name and address and phone (if any) appear from time to time. The Association is listed in the Melbourne and Sydney Telephone Directories, and we hope Queensland and West Australia, will also soon be listed.

Why doesn't A.M.R.A. sell Journal? This is an old one. We are only able to keep the price to 30¢ per issue, because of the work that the Editor and the Publisher do voluntarily, plus that which is received in advertising, together with the concession for bulk postage to members.

To sell over the counter to a fickle public, a great increase in advertisers and rates would first be required to meet the distribution costs, plus sales tax, and higher postage.

Then more volunteers would be needed to help with the increased work involved. Our constitution declares we are a non-profit organisation, that would all have to be changed. I do not think any one in their right mind, would think we would be prepared to do all this extra work for fun.

It would be most interesting to know just how many of our members, would have bought, over the counter, every issue of last years' Journal, if they had only been just members of the public.

Why dont we increase size and scope of Shop Spy? Just lack of spies, who are prepared to pass on anything they have spied out as bargains for themselves, to benefit any other member especially those remote from the main centres.

The C.O.M. welcomes practical suggestions, but for those who want radical changes, please make yourselves available at the next elections.

But otherwise keep those forms rolling in.

****

Journal Photograph Competition

I have examined all of the photos published in the 1972 issues of Journal, numbers 96 - 101 inclusive. After a series of eliminations, I have pleasure in announcing the following:

Prototype Photograph.
John Treseder Trophy.

Trophy: J. Parker
Cover photo of Issue No. 99.
"J550 Class arriving at Bendigo."

Highly Commended: A. Templeman.
Cover photo of Issue No. 98.
"3815 at Spring Hill."

Model Photograph.
Bruce Lovett Trophy.

Trophy: J.P. Body,
Page 14, Issue No. 96.
"Quebec H.O. Club."

Highly Commended: J. Parker,
Page 137, Issue No. 101.
"2 Photos of Sydney Exhibition."

In the six issues of Journal 1972, there were 29 prototype and 61 model photographs published, excluding photos in advertisements.

Judging was conducted on subject matter, angle taken, sharpness and technical quality.

The prototype photos, although small in number, proved the hardest to judge, as the quality was of a high standard. On the other hand, the model photos, even though twice the number of prototype photos, were much easier to judge because the standard was not very high. The winner in this section was way ahead of the rest on all counts.

****

Prototype, Model and Camera

by Bruce Lovett

A few points on submitting photos to Journal may be of assistance:

Prototype:

1. Subject - choose the subject carefully, either moving or still. A loco or train at full speed must look as if it is moving, by using a shutter speed suited to the train speed. If a loco is stationary of shunting slowly, try to freeze the smoke or steam (steam loco of course!) so that the beast looks as if it is alive, not dead!

2. Angle - try to shoot from an angle so that the subject is not cluttered with overhead wires, poles growing out

of chimneys, etc. Make sure you do not chop off the buffer beam of the loco or the last carriage, by composing your shot carefully. If possible, scout the area before hand and work out the best spot for angle, lighting, wind, obstructions, etc. On lighting, many photos of locos taken from a three-quarter front position, are spoiled because the front of the boiler is a black mass, or the wheels and valve gear are lost in shadow.

Photos of locos taken at high noon with the sun directly overhead are usually a dead loss, because everything below the boiler is lost in shadow. Early morning or late afternoon, particularly the morning as the air is clean, are better for loco photos as wheels, valve gear, etc., are better lighted. Overcast days can produce some excellent photos, as the light is diffused and evenly distributed. Even a damp day with light rain falling can produce some dramatic effects, but watch that the rain does not fall on your lens or camera.

3. Sharpness - this means that the whole loco or train is in sharp focus, not just the buffer beam. Use a film with a reasonable speed, in black and white a minimum of ASA 125. This will, depending on lighting conditions, allow you to stop down to F.16, F.22, or even F.32, depending on your lens so that you achieve maximum depth of field, but still allows for a reasonable shutter speed. If the weather is overcast or dull, and lighting conditions poor, a film with an ASA rating of 400 would be adviseable. There are no hard and fast rules in this category, you use a film that is suited to the weather conditions and subject matter.

4. Technical Quality - for Journal reproductions, a good contrasting print with white whites and black blacks is essential. A 6" x 4" enlargement on glossy paper is a good size as it will allow for cropping if necessary, or reduction of the whole photograph. The print should be free of dust trapped in the glaze or dust on the negative during enlarging. These defects can spoil an otherwise perfect print.

Model:

All of the points outlined for prototype photos more or less apply to model photos with emphasis on two points.

1. Sharpness - when photographing anything, the closer you are to your subject, the less depth of field you have. This can be overcome to a large degree by stopping down to your smallest aperture and using a slow shutter speed. Check the depth of field scale on your camera for the smallest and largest aperture with distance set at say 2'0". Depending on your lens, it can range from a few inches at F.3.5 to 2 or 3 feet at F.32. It means the difference between a loco and tender in sharp focus or only half the hoiler sharp the rest blurred. Several articles have appeared in the model railway and photographic press on the use of pin hole apertures. It may be worth while reading these articles if you intend photographing a lot of models (trains of course!).

With this type of photography, a good solid tripod and pan tilt head are essential. To hold a camera steady when using a shutter speed less than 1/30th second is well nigh impossible. A trick I use when using slow speeds (and a tripod) is to set the shutter for delayed action and trip the shutter with a long cable release. By the time the shutter fires, any possible vibration or movement in the tripod or pan tilt head will have subsided.

2. Lighting - this is an area where many photographs of model trains miss out. The use of a single flash, either electronic or bulb, spoils many otherwise good photos because the intense light emanates from a single source and throws shadows. If 2 or 3 500-watt

floodlights on stands are used, better light control is possible by the positioning of the lights. Elimination of shadows is then an easy matter. Admittedly, the floodlights may not be as bright as a flash, which means a slower shutter speed has to be used, but in this situation, fast shutter speeds are not required. Pieces of white cardboard used in conjunction with the floodlights, can reflect light into awkward areas and so make up for the lack of extra floodlights. A little trial and error here is required.

In this type of close up photography, a lens hood is a good insurance against a stray ray of light being reflected onto your lens. Actually it is a good idea to use a lens hood at all times.

Finally, study some of the photos by Brian Monaghan in the "Railway Modeller" or John Allen in the "Model Railroader". These men are experts in their field, and can provide ideas and inspiration to amateurs like you and me. Yes, I too am an amateur, even after thirty years dabbling in photography. I don't have F.R.P.S. or anything like that after my name, but have picked up a few pointers over the years which, I hope, may be of some assistance.

Now, what about sending the Editor a photo story of your layout?

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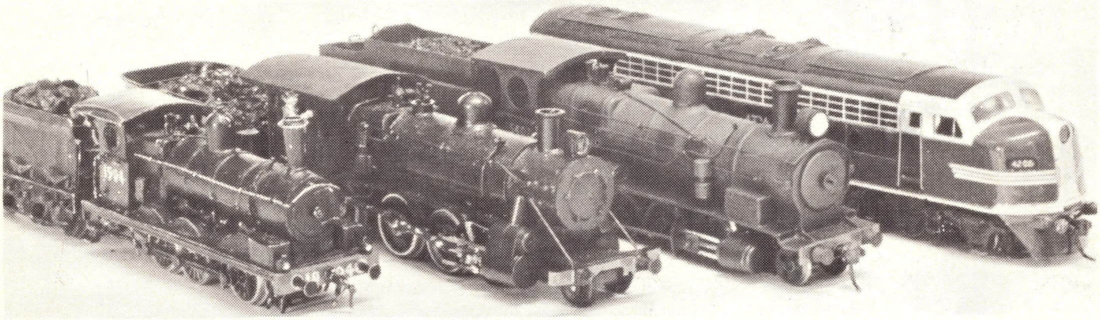
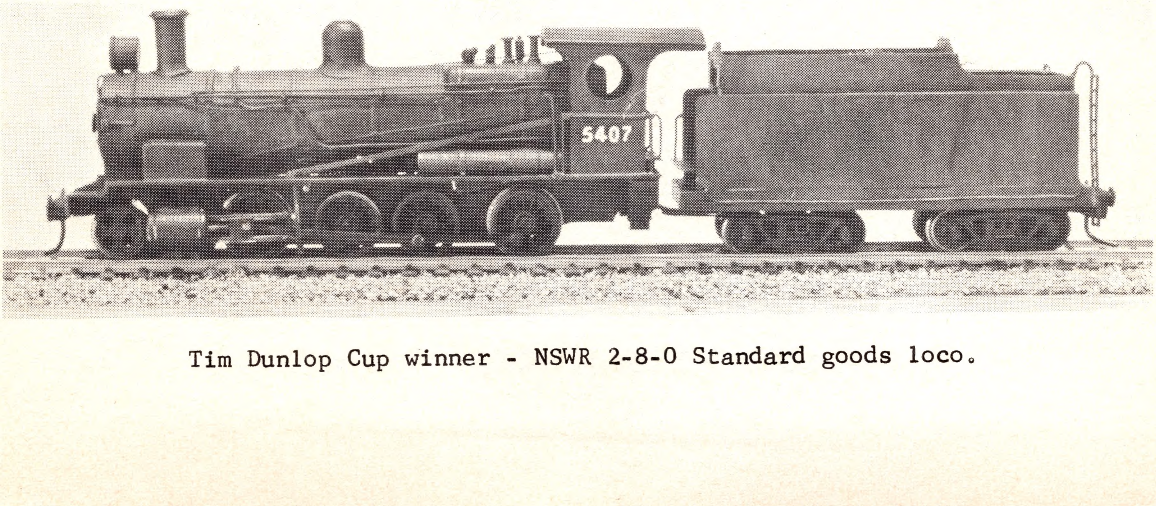
1972 Competition Results



Competition Entries - Locomotives.



Tim Dunlop Cup winner - NSWR 2-8-0 Standard goods loco.

Scratch built loco - Tim Dunlop Cup.

Cup awarded to Howard Armstrong for his NSWR 2-8-0 standard goods.

Very neat, generally accurate with careful attention to the overall effect. Painting - brush and dust marks, but colour tone good.

NSWR Z19 class 0-6-0 by Cedric Rolfe.

Neat with attention to detail that is quite impressive, viz. lubricator lines, sanding lines.

Detracting features, poor painting applied without sufficient attention to priming, too black, "coal" too big.

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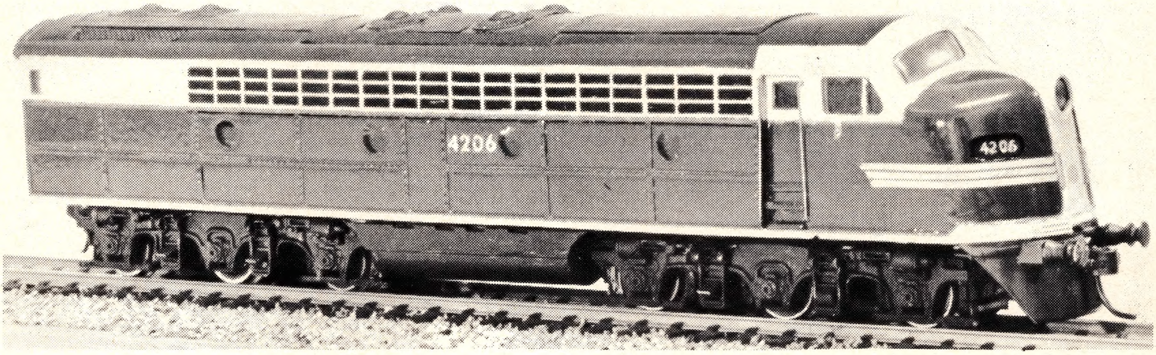

Cup winner for loco conversion - NSWR 42 class d.e.

Loco conversion - Cup.

Cup awarded to Howard Armstrong for his conversion of a Rivarossi E8 to a NSWR 42 class D.E.

Very neat, effective rebuild excellent attention to detail, viz handrails, "B" end, roof details although no horns or exhaust stacks, notable omissions. Paint work highly commendable with realistic colour tones throughout. Striping good.

NSWR Z23 class ex Varney 4-6-0 by Phil Kelly.

Neat, imaginative conversion, overall appearance very like Z23, especially cab and Belpaire firebox.

Dislikes, poor siderods, crude, bulky, should have been filed down, paintwork on roof poor, "coal" too large.

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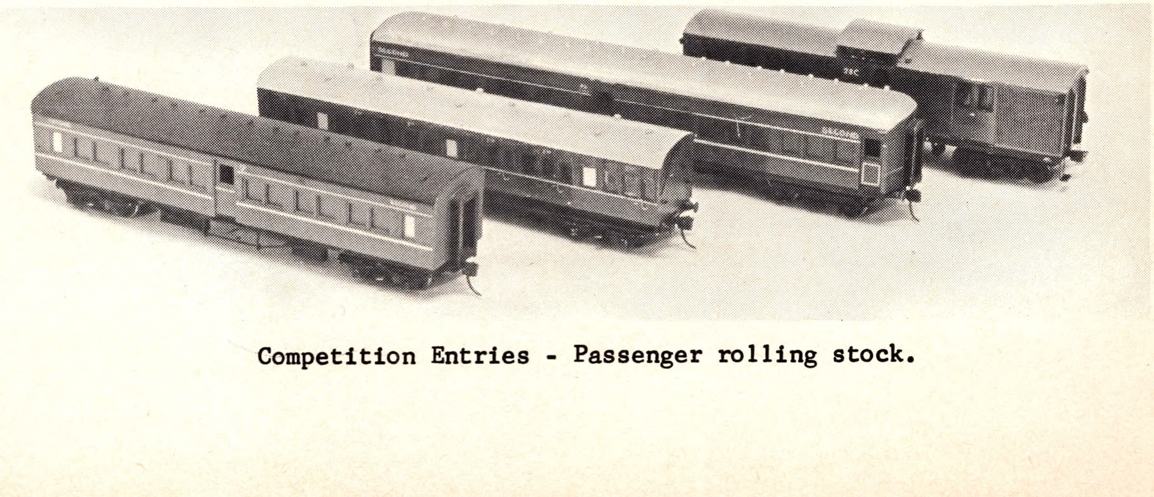
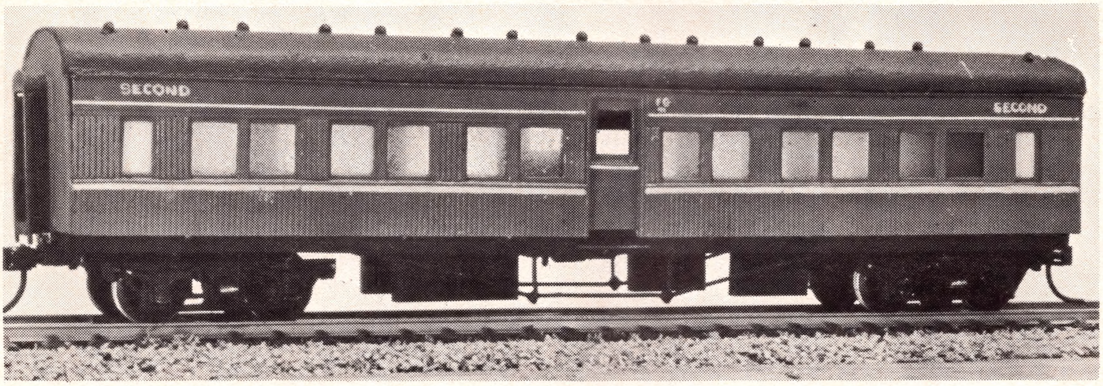


Competition Entries - Passenger rolling stock.



NSW Branch Trophy winner - NSWR 'FG' Passenger car.

Scratch built passenger cars -(N.S.W. Branch Trophy).

Trophy awarded to Alan Brown for his NSWR "FG" & 'FS" cars.

Neat construction, with fine appreciation of "scale" i.e. absence of eye-catching errors in relating size, cars "sit" well with no lean and a scale height from rail, very effective use of trade bits. Liked especially light overspray on windows, hiding empty interiors. Dislike roof vents not in straight line.

NSWR "LFX" by Howard Armstrong.

Extremely well detailed car, lettering, paintwork, general construction Al. Car spoiled by limitation of material used, viz. card/acetate-sides badly warped. The materials have a different rate of expansion, so it is essential to have a "glass" sandwich between car sides and some interior framework so that it is free to move relative to the card.

VR "C" passenger guards van, by Stewart Westerman.

Well proportioned, neat model, interesting, well related combination of building materials. Likes - stepboards and lights. Dislikes warpage due to car/acetate glued together.

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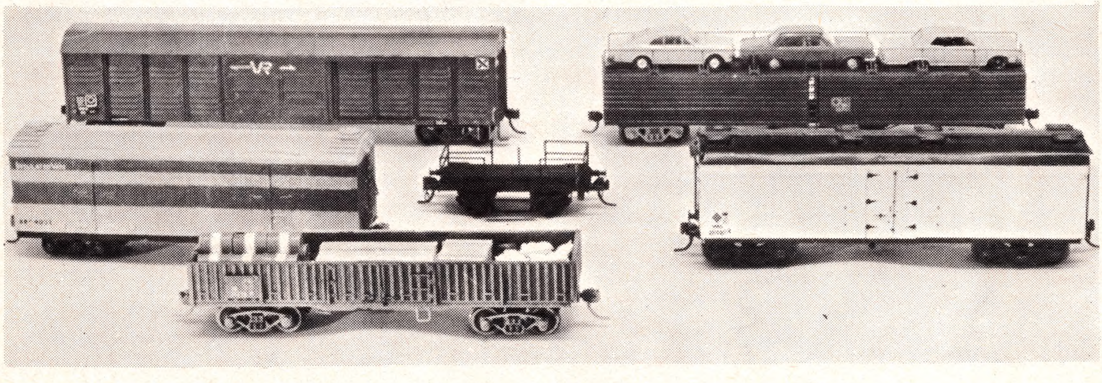
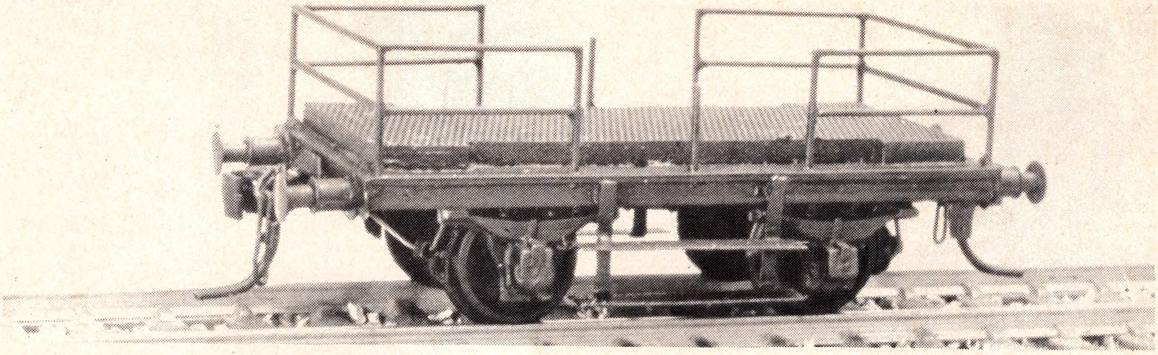


Competition Entries - Goods rolling stock.



Keith Wilcox Trophy - NSWR Shunters truck.

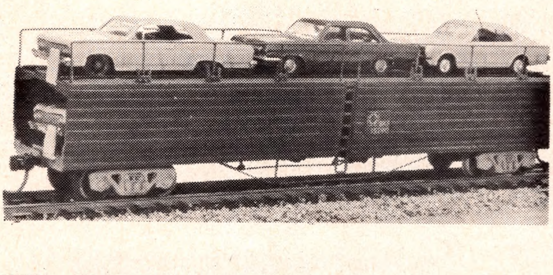
Scratch built Goods Wagon - Keith Wilcox Trophy.

Trophy awarded to Graham Ball for his NSWR shunters truck.

Excellent, neatly fabricated metal model. Constructed really "square" with superb handrail detail, surprising addition of 3 link to auto coupler, looks great, non skid "Kemtron" ? plating and brake shoes complement extremely neat handwork. Only important detail missing is brake hose.

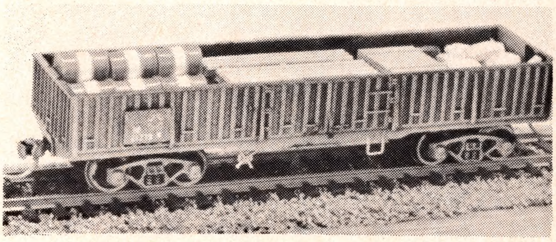
NSWR "BKF" car transporter, by Graham Ball.

First class ad. for styrene sheet construction. Neat, fuzzless body. A very nice model.



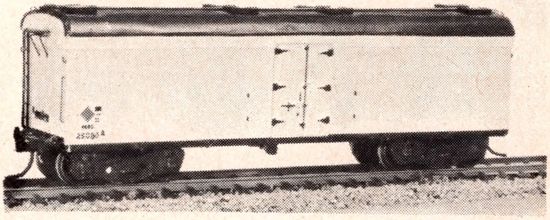
NSWR "BD" Gondola with load, by Graham Ball.

As for above. Beautifully detailed car sides. Decals certainly make an enormous difference to overall effect. Realistic sprayed finish.



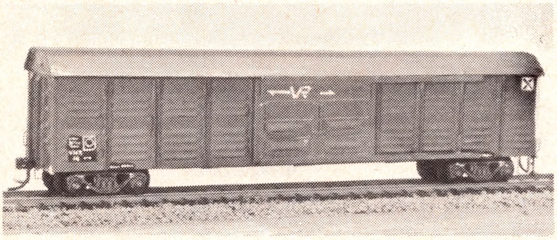
NSWR "MRC", by Howard Armstrong.

Very nice, composite construction, wood, card. Extremely neat detailing on car ends, especially grabirons. Neat hand lettering.



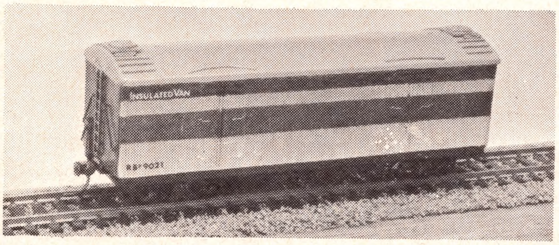
VR "VHX", by Rex Little.

This vehicle highly commendable. The prototype is particularly difficult to model with its pressed steel louvred sides, the model in metal is neat and nicely painted.



SAR "RBP" van, by Graham Ball.

Built in wood is neat and a well detailed model. Dislikes, rather glossy paint, even for a new car, unfilled wood grain.



General comments. Judging in this section was most difficult as the standard was uniformly high.

Lineside structure - Candemah Cup.

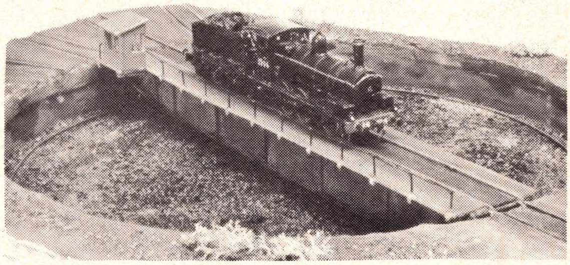
Cup awarded to Howard Armstrong for his Zig-Zag signal box.

Absolutely superb! This composite construction (primarily wood) is very very neat with petite railings, downpipes, awnings etc. Foil corrugated iron has been used to great effect on roof, awnings and tank. The windows are neatly lined and the construction in general shows fantastic attention to detail. The interior is complete with levers, layout and some wall details. It is missing the chimney and the corrugated iron is a little glossy, but apart from that minor gripe, this little jewel is virtually faultless.

See Cover Photo.

Turntable by Graham Larmour.

Turntables make interesting models and this rugged example is no exception, the table has yet to be motorised, so it is difficult to judge on performance. On appearance the trackwork and table is neat, though the absence of a tail track (to allow for loco rolling too far) on one track is disappointing, though no doubt some observant person can quote examples of such instances. The table well is covered with rather coarse coal and is not tapered for drainage, the table is of a parallel girder design as opposed to the more normal tapered form. It would be interesting to see this table completed in situ and operating.



In general; Styrene as a construction material certainly shows up very well against all others, with its metal like neatness and wood (card like ease of cutting). Construction of styrene models is infinitely simpler than other methods. I imagine that well made styrene vehicles, with well chosen commercial parts(including brake hoses absent from all models entered, pins on Kadees not withstanding) will be the atyle to beat next year.

The Judge.

Better model railway electrics

TRACK LAYING AND WIRING.

by Allan Dowel.

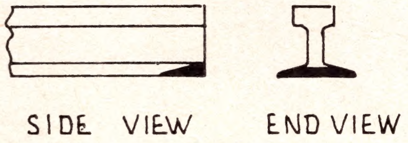
This is the third of a series written by Allan Dowel, based on his experience as electrical engineer with the Melbourne Model Railway Society.

TRACK LAYING is hardly an electrical subject, but it happens to be one of those subjects that I have a "thing" about. It is also closely allied to the rest of this article, Track Wiring.

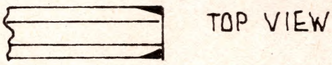
These days most of us use flexible track in either yard or metre lengths. Now this track will never be in a better condition than when we take it out of the packet, so we should take great care in handling it, and laying it. Also having laid it, we should ensure that it doesn't have to be lifted again or cut for electrical reasons. You will now see how closely the mechanical and electrical aspects are related.

Firstly, like a house, your track will only be as good as the foundations. The foundations for your track are the timber framing, which should be quite solid, and the track base, which should be both solid and void of any tendency to move with temperature or moisture content of the air. Particle board, the best known of which is probably Pyne-Board, is unbeatable, and well worth the cost.

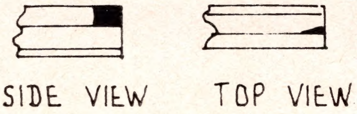
Joints in the track base must be quite level, and there should be no sudden change in gradient. Then the track underlay, whether it be cork or plastic foam, should be cut to size and shape. I have not used cork, but with foam there is no need to glue it to the track base as we will see shortly. In fact, if you are going to use the type of underlay which has impressions to take the sleepers, you will find it a lot easire to fit the foam to the track first.



(a) CHAMFER THE BOTTOM OF THE WEB



(b) CHAMFER THE SIDES OF THE WEB



(c) CHAMFER THE INSIDES OF THE RAIL HEADS

FIGURE 6

CHAMFERING OF THE RAIL ENDS

Now, each length of track should be prepared for laying by operating on it in two ways.

FIRSTLY, both ends of each rail should be chamfered as shown in figure 6 with a fine flat or half round file. This counteracts the tendency, even in brand new tracks, for a rail to twist and allow adjacent rail heads to be misaligned. The chamfering of the rail web(the bottom)facilitates the fitting of fish plates, particularly helping us old blokes when fitting clear nylon fish plates.

I can assure you that this chamfering will eliminate many of those unexplained de-railments which occur on the best of layouts. This should be done on all rail, ends of points and crossings too of course.

I quickly developed a filing technique in which I file the side of the head and web with the one stroke. In fact the only difficulty I have is remembering to do it.

Secondly, the track must be laid in such a way that it is free to move up and down with the weight of the train, and affixed in such a way that the fixing does not distort the track in any way.

For this, I cut off the head of a 1" brad, and fit it into the jaws of a small hand-drill. This brad is bigger in thickness than the smaller fixing brads which I use,but smaller than the head of the fixing brads. I use a small hand-drill because it doesn't end to "bach through" and distort the sleepers like an electric drill. I drill holes in the centre of the sleepers, no closer than 6" apart on curves, 12" apart on straights and two only at points (one each end). Drill these holes before fitting the track on the foam.

Using a straight edge or curved template, I then drive the track pins (about 3/8" brads) with a small hammer (with cross-pane on the back of the head) until the head of the brad almost touches the sleeper. This is adequate fixing for both track and foam. The track can rise up and down, but certainly can't go anywhere sideways. And just think how easily I can move track for alterations.

Incidently, don't be frightened to leave gaps between rail ends, particularly if laying track when it is cold. I have gaps around 1/8" all over my own layout, and the same applies in the M.M.R.S. With the heads chamfered as described gaps will not cause derailments, and the clickety-click of the wheels on gaps sound beaut. Also, you will be surprised what expansion can do to good track work after those rail-ends come together.

We now come to the ELECTRICAL ASPECT. Right from the jump with our very first layout in the M.M.R.S., we decided that fish-plates were no more than a rough way to align the ends of adjacent rails, and certainly not to be relied on for electrical connection and this has paid off. We don't join the ends of rails with little loops of wire as advocated in many books for four very good reasons.

1. They look unsightly, as you must loop the wire to provide for rail movement, or something will go.

2. They require two wire ends to be soldered to each piece of rail against one for the method about to be described.

3. Connections have to be made from rails to switches, etc., so why not run one wire from each rail to under base-board to do all jobs.

4. Some rail joins occur in very inaccessible places.

In the M.M.R.S. every piece of rail no matter how short and every point frog has a thin (.020")solid plastic covered wire soldered to the outside of the rail between two sleepers, and this wire is then dropped straight through a small adjacent hole in the base-board. This can be attached to the rail at any point - the centre, or one end if the centre happens to be on a bridge or in a tunnel. We use common return wiring, so one rail (say the outside rail, or left rail in a point to point system) must carry a wire (we use red) long enough to reach the bare common return wire, with about 2-3" of slack.

The other rail has a short (about 6") length of white wire soldered to it in a similar manner.

We choose these two colours because they are common colours in the scrap multi-core telephone cable which we use a lot. This cable is available from A.M.R.A.or M.M.R.S., and is by far the cheapest way to buy hook-up wire.

On our second M.M.R.S. layout, our layout engineer of the imte,Norm Street tried an interesting little experiment. He laid the shole 100' of our computer controlled area without a fish-plate. He simply slid the rail through the plastic sleeper "chairs" to ensure that all joints did not coincide with the joints in the sleeper base. Gaps were quite big but did not cause derailments, and I'll bet the majority of our club members were completely unaware of the "non-existance" of fish-plates.

Now we come to the ELECTRICAL CONNECTIONS.

Firstly, in the M.M.R.S. and my own layout we use insulated fish-plates exclusively to join the ends of the "hot" rails. (This is the opposite rail to the one connected to the common return).

EXPENSIVE? Just what does it add to the cost of your layout?

Let's assume that you have a good sized layout with a point to point run of 100'. Then the main line would take about 33 yards of track, and the cost of 33 insulated fish-plates over metal would be about 50 cents. It wouldn't be this much, because you would have needed some insulated at section ends anyhow. Also, there is no need to use insulateds in station tracks except at the ends of electrical sections.

Now what do we gain from this? Remember how a little earlier I left you with all those little 6" lengths of white wire unconnected under the track base?

Now every one of these ends represents an insulated piece of "Hot" rail, to be connected and later changed at will WITHOUT DISTRUBING THE TRACK. The white ends (we call them DROPPERS) can be connected to a common long white wire which can then be wired back to controls to create your electrical sections.

This wire should be a little heavier if it is going to run for more than about 10'. In the M.M.R.S., we use .028" plastic covered wire for this job. It is commonly known as Bell Wire. There is a lot of rubbish talked about wires not being heavy enough, and causing "voltage drop". Be it sufficient to say that my own layout is 17' x 7' and the second M.M.R.S. layout was about 26' x 22' yet on both layouts, with the exception of the power distribution leads and the common return wire, .028" is the heaviest in use.

Any system should be capable of accepting a "one volt drop". Using .028" wire, you won't drop one volt at one amp. (a heavy loco current drain) until the current has traversed about sixty feet of this wire.

Incidentally, if you want to learn how to break your layout into electrical sections, there was a magnificent article in the July "Model Railroader" by Westcott on the subject-colours and all. The subject is also covered quite well in his "How to wire your model railroad".

Later, after reading subsequent articles in this series, I hope to have you re-arranging these little white ends to introduce such gimmicks as signals restoring as the train passes, level crossing flashers, automatic train control, etc.

So here it is in a nutshell.

1. Build a solid base for your layout.
2. Use PYNEBORAD for your track base.
3. Lay your track on foam or cork.
4. Chamfer your rail ends.
5. Fix your track with brads in oversize sleeper holes.
6. Don't drive the brads right home.
7. Use insulating fish-plates exclusively (except station tracks) in the "hot" rail.
8. Leave big gaps between rail ends.
9. Solder one wire to each piece of rail and drop it through the track base.
10. Do all of your connections and alterations underneath.

* * *

THINK BIG THIS YEAR

by R. Gutteridge.

Over the last three or four decades, the most popular scales in the model railway world have become progressively smaller, culminating in the minute N gauge and now the new Marklin sponsored Z scale 6.5mm gauge. These scales cater for the smaller size of the modern home and of course allow superb layouts to be built in small spaces.

However in the last two years there has been an unexpected increase in the amount of commercial material available in the larger scales. This includes a completely new scale in L.G.B. "K" gauge, where relatively large trains 6 inches high and 3 inches broad run around curves of two foot radius on track suited to either indoor or outdoor use. Consider an L.G.B. layout uses the same radius curves as H.O. and can therefore be built in the same space. Scale here is 1:22 and track gauge is 1¾ inches i.e. 1 gauge size. All the models follow narrow gauge prototype, this allows the small radius curves to be used. The prices have risen sharply lately, possibly due to the world currency problem, and now an 0-4-0 loco costs $58.80, an 0-6-2t loco $95.00, while a four wheeled diesel is approx. $50. These locos are approx eleven inches long, almost seven inches high, are made of plastic material and have the incredible detail one would expect in this large scale. They can be run on an H.O. gauge controller I use an old H and M "Clipper", and at half throttle my loco is flat out. They will throttle down to an almost imperceptable crawl, and are superbly sensitive to the controller. The spur gearing is rather noisy, but I am assured that this decreases with use. The cost of the locos is high, but such is the nature and size of these models, that I feel that the owner of a K gauge line is unlikely to want more than one or at the most two for aesthetic as well as financial reasons. Running one is almost like running a full-sized engine.

Passenger carriages are available in various types, priced from $15.47, to $15.95, a baggage car with an open verandah at one end for $14.47 (the passenger coaches have verandahs at both ends). Prices of freight cars are: flat cars $7.12, high side open waggons $8.20, box cars $14.47 and a tank car with filler cap and drain cock, which allows it to carry liquids, is available at $15.97. All the above rolling stock is four wheeled, but the catalogue shows bogie coaches and flat cars. Wheels, bridges, model people, accessories such as station lamps and buffer stops are also offered.
Track is available at rather unrealistic prices, $2.15 per one foot length, and left and right hand turnouts cosy $14.20. Track can be easily made from Austral Bronze 702 section. Wood suitable for sleepers can be bought at your local

woodyard - I use 1/8" round hardwood cover strap in lengths 3½ inches long glued to a marine ply base. Trackwork can be pretty sloppy as narrow gauge minor railways were not noted for perfect track and the deep flanges on the L.G.B. equipment ride serenely and with a prototypical rattle and wobble down the twisted track. In this scale, humps and hollows don't mean a thing. Think of that next time your HO or N gauge flyer rattles off the track. L.G.B. products may be purchased at J.B. Searle and Sons 315 Pitt Street Sydney and possibly at Hearns Hobbies, top of Collins Street, Melbourne.

O GAUGE.

O gauge, formerly the Cinderella of the gauges, has now really blossomed. This is due to the entry into this scale of two firms more associated with the smaller scales - Rivarossi and Atlas.

The Rivarossi line produce a wide range of U.S. and Continental type models The D.B. eight wheeled bogie diesel sells at $24.95 and the U.S. Fairbanks Morse type at $29/95. Both fo these have superb body detail and only one powered bogie. However a second power bogie is available at $12.95 and can be readily fitted. These power bogies, and of course the locos to which they are fitted, run superbly and have a realistic diesel type growl. Wheel treads and wheel pickups need periodic cleaning, or they tend to stall especially at low speeds. This tendency is lessened when the bogies are used in pairs. There is also an 0-B-0 four wheeled diesel loco available in D.B. or various U.S. railroad colours at $17.95. In my opinion these are the pick of the O gauge Rivarossi range. They are silent running, powerful and reliable. They can be throttled down to a slow crawl, but can also scud along at a scale 80 m.p.h. or more. Coupled back to back they look very "branchline" or singly they make handy shunters.

The 4-6-0 Casey Jones is a marvelously detailed kit at $19.95, and makes up into a superb mantlepiece model. The powered kit at £25.00 is disappintingly weak in iperation. It will only pull one or two cars due to the small motor employed. The Indiana Harbour Belt 0-8-0 loco non powered kit $29.95 powering kit $25.75, has a much larger motor and should be capable or more solid work. A new arrival is a German type 0-6-0 tank loco. This sells at $21.00 for the static kit and $12.95 for the powering kit. This loco uses the larger motor as installed in the 0-8-0 loco. Expected shortly is a kit for the 4-4-0 American loco "Genoa". Continental and U.S. types of passenger coaches are available at prices around $11.95 and $13.50, and there are also freight cars offered.

Typical prices for American type cars are - flat cars with load $6.25, gondolas $7.35, box cars $8.50, refrigerator cars $8.50 and four wheeled cabooses for $6.65. In the Continental range there are four wheeled gondola wagons at $4.95, refrigerator cars at $6.95. An Italian bogie flat costs $6.95 while a similar German vehicle with two containers is $9.95. Bogie tank cars are offered at $9.50.

Rivarossi also offer track at $1.33 per 16" length of straight or curved, (33" radius curve) with right or left hand turnouts at $7.95. This matches fairly well with Peco track which sells at $2.15 a yard and there are Peco points available at $14.95.

Rivarossi and Peco items are available at most hobby shops and also from Australian Model Craft P.O. Box 118, Albury, N.S.W.

Probably the most comprehensive range of all O gauge products available in this country is at The Model Dockyard yard, 216 Swanston Street, Melbourne. They have finished models such as the Rivarossi range, and a range of Magnificent brass Japanese made locos at prices ranging from about $25.00 for an 0-4-0 to $300.00 plus for 2-8-8-2 type. There are also Japanese made brass freight cars - hoppers at $15.00, tank cars at approx $17.00 and cabooses at $33.00. The firm also stocks All Nation, and Walthers, passenger and freight car kits at rather more reasonable prices. There is also a colossal range of parts for the modeller-wheels; bogies; couplings; gears;motors; loco, wagon and coach parts. Station accessories, luggage, passengers, milkcans, etc. The firm also produces duplicated price lists of both O and HO parts which are very useful.

O gaugers would be very foolish indeed to ignore the Triang Big Big range as a source of cheap equipment that can readily be converted to scale. One word of warning, when repainting this plastic stock always apply a coat of Floquil Barrier Paint (RR69), if a quick drying laquer is to be used, to avoid a crazed surface.

The battery powered Hymek loco can be repainted after the raised lettering has been removed from the sides and used "as is" or with a second battery powered bogie. Very handy if there is a complete power failure - or it can be easily converted into a really powerful and docile loco if the Triang bogies are replaced with Rivarossi power bogies. The black box between the bogies which formerly contained control equipment, should be filled with lead to give greater traction.

The yellow four wheeled diesel loco and the dump trucks are overscale for an O gauge line, but would look fine on a gauge one layout (10mm scale) as a narrow gauge feeder line. If these four wheeled diesels are considerably reduced in height however, they can be used on O gauge line without looking too outlandish.

The passenger coach, $3.15c can be run as a shorty coach or extra sections can be spliced in to lengthen it to scale proportions-with careful repainting a beautiful model will result.

The mineral wagon is very close to scale proportions and requires only repainting and proper couplers for conversion. Using these as a basis it is easy to get a large number of excellent mineral wagons at a moderate cost.

On 2½.

This is another scale which has been taken up by the trade for the first time - Marklin now produce their MINEX series of 7mm scale rolling stock and locos to run on their normal 3 rail or stud contact HO track. Standard Marklin controllers are used with all the usual Marklin features such as remote control uncoupling etc. Minex products are made in plastic, have superb detail and run very well.

There are two types of locomotives- an 0-6-0 tank loco of typical Continental appearance costing $34.40, and a modern 6 wheeled diesel selling at $28.60. The rolling stock range consists of two types of passenger coach at $11.40, two types of open wagon at $6.40, and a double hopper dump truck at $6.40. There are also three types of covered van at $9.60. Special track and controllers are not necessary as standard Marklin HO products are used. Minex is available at J. Searle and Sons, 315 Pitt Street, Sydney, and Model Dockyard, 216 Swanston Street, Melbourne.

Gauge 1.

Probably the greatest suprise in Trade circles has been the return of Marklin to gauge one after an absence of over twenty years. For their new line of 1¾" gauge, 10mm scale products Marklin have chosen the 2 rail system of power pick-up-also an innovation for this firm. The products are of plastic and are minutely detailed.

The range consists of three locos two types of 0-6-0 tank at $51.90, and a six wheeled centre cab diesel at $46.00. There are two types of passenger coach at $17.20, four types of open wagon at $10.20, a flat car at $12.30 and a double hopper dump car at $8.80. Track is available at $2.30 per twelve inch length of straight or curved (24 inch radius) and turnouts are at $9.90 for the hand operated and $14.)) for the remote controlled electric type. Controllers etc. are the same as for the Marklin Minex and HO trains. Marklin Gauge One products are available from J. Searle and Sons, 315 Pitt Street, Sydney.

Other items in Gauge One are rare in Australia, but the following English firms do stock Gauge One and English model railway magazines have many Gauge One items in their advertisement section. There is also a Gauge One Association in the UK which like it's O gauge counterpart can help the modeller in these scales.

N. & K.C. Keyser Ltd., 101 Tubbs Read, Willesden, London N.W. 10. have a range of wagon parts, wheels, axles, guards, buffers etc.

Edward Exley Ltd., The Ridge Eaton Hill, Baslow, Derbyshire, England, offers coach and wagon transfers, lettering etc. for passenger and freight stock for modern and pre-group railways. They also stock track and wagon parts.

J.E. Skinley 132 High Street, Southend-on-Sea, Essex, stocks a fairly wide range of blueprints in 10mm (and other) scales of British Railway, pre and post grouping locos, passenger and freight rolling stock.

NOTE. The prices given here are correct as far as I can determine at the time of writing, but with the fluctuations of the International Money Market and general rise in price, it would be wise to verify them with the firms concerned.

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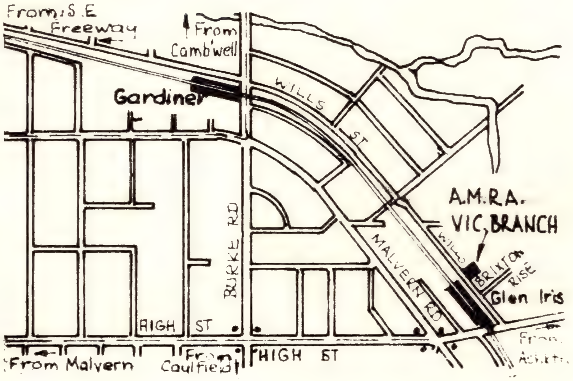
Branch Reports

VICTORIA.



The Committee of Management and Ron Mannell, Exhibition Organiser, would like to thank all those members who gave us their time to staff the Exhibition and perform those ancillary tasks necessary in a display such as this. A special thank you is due to the ladies under the direction of Mrs. Dot Treseder for providing the very welcome meals and reviving "cuppas".

Unfortunately, although we have some 250 members in Victoria, volunteers were slow in coming forward and repeated requests had to be made before sufficient numbers were obtained. Nevertheless the Exhibition was a success with the standard of the exhibits seemingly higher than in previous years and the viewing public were impressed by the effort taken to provide something new each year.

Now that the Exhibition is over for another year, we can concentrate on our Club Rooms where there is plenty to be done both inside and out. Specialised and general handymen are needed so don't hold back, give your name and nominate times which you can make available, to either Fyfe Thorpe, Ted Inchley or John Humphries.

The agenda for the next three months is as follows:

Apr. 12th	Annual General meeting, Competition - Australian container wagon - scratch built or modified commercial product.
May 10th	Film night; Competition - Slide, standard print or enlargement of the "Rail trip to Yea".
June 14th	Auction Night; Competition- A lineside structure.

Remember the success of our Branch depends on the individual interest of the members and as our average monthly attendance is less than one-third of Victorian membership there seems to be a general apathy towards Club activities. It is envisaged that we will be in a position to commence work on the permanent layout in the very near future and we hope this will not be left to the same old few.

Will we see you there?

Social Events for the coming year are:

April 6th	Film Night. (Mutiny on the Buses).
May 19th	Dinner Dance at Clubrooms.
July 21st	Car Rally.
Sept. 29th	Rail Trip.
Nov. 10th	Bar-B-Que.
Dec. 15th	Childrens' Christmas Party.

JOHN HARRY.
Secretary

WESTERN AUSTRALIA.

Our new year activities in W.A. started with a disappointment: the resignation of our Foundation President Graham Watson. We hope you'll soon be able to get to meetings, Graham, and we offer our sincere thanks for all you have done as President in our far-from-easy first year.

On 17th Jan. the first meeting was held at Ian Leonard's house. Members left enthused with layout building, after seeing the result of six month's concentrated work by Ian. Two impressions: it works! and the scenery, through which trains roll around broad curves.

Talking of curves, we drooled at some marvellous ones in a darkened room at our usual meeting place on 22nd Jan. Most remarkable were the London to Brighton curves, photographed at fast motion in a film called "London to Brighton in Four Minutes". This was the last film of the night, and after 140 minutes worth most members tended to drive home by the straightest route slowly. A W.A.G.R. wheat transportation film, a British Railway civil engineering film showing the testing of old Brunel bridges, and "Snow" colourfully showing what happens when snow falls on railway lines, were memorable films from an excellent selection by Chuck Walsh.

The possibility of a permanent home was announced at our 5th Feb. meeting chaired by Alex Rogers, more news to come. The main feature of the meeting was Graham McKay's talks on electrics. Everything went smoothly until we got to rectifiers; Graham escaped from the knowledge-hungry members at 10 pm. by saying he had to leave to go off to work. Jeff (pronounced "Gough" he was heard to say) Pearson told us about developments in the trade and the hobby on the other side of the Nullarbor, following his recent Eastern States travels. Jeff offered some interesting comment on what he'd been told about Branches' building layouts.

Our latest Philanthropist, George Briston, made a donation which was much appreciated, two books and a pile of track suitable for a test track.

Adrian du Heaume finished off the night with a demo of two 12 volt drills, soon to be on sale in Perth, and showed some of the castings he'd picked up on his UK trip, including some very fine Mopok GWR wrought-iron station canopy brackets.

Planned events to be held at:

Ross Memorial Hall,
Cnr. Colin and Hay Streets,
West Perth.

April.

Mon. 2nd. Clinic night (choice of 3 clinics - track building scenery, electrics, full details at 5th Mar. meeting).

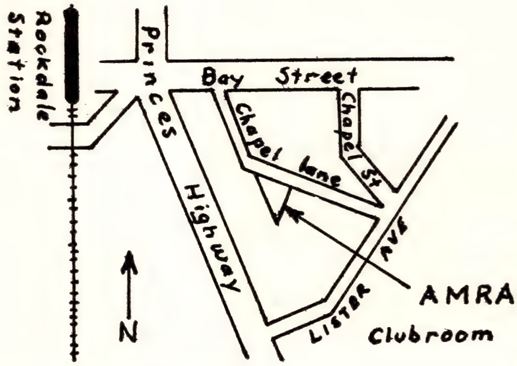
Wed. 18th Finishing off clinic work, and another activity.

May.

First Anniversary rail-car trip. Contact the Secretary ASAP for tickets.

CLIVE HUGGAN.
Branch Reporter.

NEW SOUTH WALES.



President's Annual Report 1973.

Since the 5th February, 1972 elections, at which I was elected President and a new committee was formed, the various meetings throughout the year included modelling clinics, scenery and track laying demonstrations, film and slide nights, auctions, problem clinics, dinners and picnics. We also had visits to Enfield, Bankstown Live Steam, and the Glass Works. Most of these functions and meetings were fairly well attended.

A number of projects were also undertaken, these included a concrete apron at the front door, the kitchen and toilets were painted, the old windows were replaced with aluminium windows, and the ceiling was installed. The wall layout is now completed and the N gauge and the A.C./D.C. layout well on the way to completion. The upper level for the O gauge is nearing completion and soon the O gauge layout will be started.

To those members who helped out with these working bees and construction afternoons and nights, thank you for your help throughout the year. Our membership in N.S.W. has jumped up from 216 to 268 inside 12 months despite a drop out of 28 members who have not as yet renewed and 5 definite resignations from the Association in this State. At this time N.S.W. is leading the States with 268 members, then comes Victoria with 260, W.A. 71, Queensland 30, S.A. and N.T. 15, Tasmania 6, A.C.T. 3, and overseas 12, for a total membership of 665.

Having done a breakdown on attendance figures throughout the year, based on the signatures in the attendance book, the average monthly figures were 87 members and 15 visitors, and the average per meeting 19 members and 3 visitors.

The most popular of the meetings held, were the auctions, followed by scenery and track laying demonstrations problem clinics, film and slide nights, and modelling clinics, in that order.

Of course as usual the working bees ran a bad last.

The entertainment committee, having put a lot of effort into organising the social functions were very disappointed in the response by the members.

The Ladies Auxiliary was very active during the year with their tremendous help at the Exhibition, assisting with the meals, and staffing the Nibble Bar. My thanks go to those ladies, capably led by June Larmour and June Dunn in their respective work areas. We are also grateful, especially in the cold winter months, for the cushions that the Ladies Auxiliary donated for our chairs and I would like to thank Marg. Durham for opening her home for the sewing afternoon when the ladies made the cushion covers.

The Exhibition held last October was once more a success, with the result that the building is now free of any further payments. To our benefactor Norm Read, once again Norm our gratitude and thanks to you for your generous help.

To those members who served on the committee go my gratitude for a job well done, also the members who helped with the various functions that were organised by the entertainment committee, - many thanks.

To the incoming committee, whoever they may be, go my best wishes for a successful and rewarding conclusion to the tasks that lay ahead.

Many thanks to the numerous friends and members who have helped me over this past year, without whose help I could not have carried on.

Once again, thank you.

JOHN DUNN.

With 35 members in attendance, the February Annual General Meeting provoked some extremely close voting. The following members were elected to the Branch Committee.

President	Graham Larmour
Secretary	Allan Brown
Treasurer	John Skilton
Vice-President	Bob Gallagher
Committeemen	Laurie Lumsden, Phil Kelly, George Bray, Hylton Shephard Keith Robinson, Jack Fotheringham & Jack Parker.

The Branch extends its thanks to H. Warren, N. Read, K. Edwards, J. Dunn & J. Moonie who did not seek re-election. Meetings will be held on the first second and third Saturday afternoons at 2 pm., and on the second and fourth Friday nights at 7.30 pm. The second Saturday afternoon is now officially a layout construction afternoon. All the club layouts, - N, HO, 3 rail & O, need construction work and maintenance to be carried out. So let us see the members that come and run on operating days, do a bit towards keeping the layouts running.

As a result of the petrol strike only 17 members and families turned up at the picnic at Kurnell on the 20th January 1973, but, all who attended enjoyed themselves.

An extra meeting (at short notice) was held on the 7th Feb. when Mr. G. Hern of Queensland offered to show 16mm sound Railway movies. As many as possible were contacted and 30 turned up for an excellent evening.

Your itinerary for coming meetings should be out to you before this item goes to press.

Recent Activities.The modelling clinic has made a start on a N.S.W.R. CPH rail motor under the directions of Allan Brown and a very successful layout operation meeting was held on Friday 26th January.

Graham Ball.

News From Other Clubs

NORTH SHORE RAILWAY MODELLERS' ASSOC.

The dates of the "All Railway Modellers' Convention" have now been finalised as 26, 27 and 28th October 1973. The location is the Hornsby Ku-ring-gai Police Citizens Boys' Club, 94 George Street Hornsby, N.S.W. (Sydney).

The registration fee will be in the vicinity of $5.00 which will include the Convention Dinner to be held on the Saturday night.

Scratch builders, kit bashers and photographers should note that a comprehensive range of competitions with trophies for the best entries will be a feature of the Convention.

Negotiations are proceeding with the New South Wales Railways regarding a proposed tour which will take in a major Sydney goods yard and the New South Wales Rail Transport Museum. We have requested that the motive power for this tour be steam, but at this stage, we are unable to advise on this point. This tour will be held on Sunday 28 October 1973, leaving Hornsby at approximately 9 am and returning about 3 pm.

Further details of the Convention will be publicised as they are finalised.

It is also mentioned that the third Annual Model Railway Exhibition will be held at the Hornsby Ku-ring-gai Police citizens Boys' Club on Saturday and Sunday 4 and 5 August.

JOHN THOMAS.
Secretary.

SITUATIONS VACANT.

The Association is seeking a Typist and Publisher for Journal. Any member or a member's friend may carry out these duties and place of residence is not a restriction. Details available from Dot and Jack Treseder.

NOTICE

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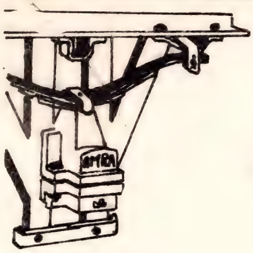

Editorial
JOURNAL BOX

FROM A NEW MEMBER.

I see you at the meeting but you never say hello,
You are busy all the time with men you already know,
I sit among fellows, still I'm a lonely guy,
The new ones sit there with me while you quickly pass us by.
But gosh, you guys have asked us in and talked of fellowship;
You could just step across the room but you have never made the trip.
Why can't you nod and say "hello", or stop and shake my hand?
Then go and join your other friends, now that I'd understand.
I'll be at our next meeting too, on that you can depend.
So won't you introduce yourself? I want to be a friend!!

I found the above piece of doggerel in a magazine I was reading recently.

If you look at it again, I am sure you will agree that there is a message there for all of us.

COVER PHOTO:

Rail motor CPH 28 at Denman on 28th November, 1968.

Photo by A. Templeman.

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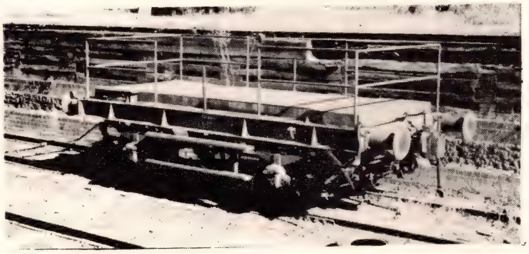
Scatch building for beginners

Photos by G. BELL. Diagrams by A. BROWN

by R.A. Gallagher

THE PROTOTYPE.

This vehicle is coupled directly to the shunting locomotive and can be found in use in most major marshalling yards, city and country of the N.S.W.G.R. On steam locomotives the truck acts as a coupling exchange between the screw couplings on the locomotive to the automatic knuckle coupler on the freight wagon. The diesel locomotives use the truck as additional brake power as the brakes on wagons being marshalled are not engaged. In both cases the truck is used for the men shunting the wagons to ride upon in relative safety. A 73 class was observed recently using two shunter's trucks.



Prototype.

THE MODEL.

This vehicle has been chosen for its basic simplicity and is a good start for the learner in scratch building. It can be built with a different coupler each end so that foreign locomotives can run on your layout or just be used as a shunter's wagon attached to the marshalling loco. The model measured is L 37 found at Liverpool N.S.W. and is as close to prototype as possible. (Photo 1.)

COMMENTS.

All measurements given are in millimeters and allowances are made only for Kaydee couplings. Kadees are chosen for their appearances and while they are not in AMRA Standards, have gained widespread use due to their operation in automatic shunting. If any member wishes to use different couplers contact the Editor with style of couplers so that we may allow for these in future articles.

MATERIAL.

+ 1 set of 3 axle boxes.
+ 1 brake cylinder.
  1 set of (2 axles) 10½mm wheels, (Jackson).
  1 set of buffers (Ks make a good set of parallel shank spring buffers).
  1 set of couplers (Kaydee 5 & 10).
* Brass rod or pins for handrails.
  6" code 100 brass or nickel silver rail.
* 2 only 26mm x 3mm x 26 gauge brass/nickel silver/tinplate. (Buffer beams).
* 1 only 26mm x 55mm x 26 gauge brass/nickel silver/tinplate. (Base).
  1 only 22mm x 51mm x 2mm brass.
* Strips of 2mm wide metal for steps.
* Strip of 1mm wide metal for step support.

If members have difficulty finding material and parts, items marked * can be obtained from the following address for 50¢ (no stamps) while items marked + can be obtained for 40¢.

R. Gallagher,
52 Eyre Street, Malabar, 2036.

This service will only last for six months from publication of this article.

CONSTRUCTION.

Base. Mark out and cut material for the base and buffer beams and also 2 lengths of code 100 rail (nickel silver flat bottom), 55mm long for sole bars. Scribe a line 1¾mm in from each edge of the base and using the plan mark the position for each handrail stanchion and lightly centre pop each position. If using tinplate covered in paint, remove with glass paper and always keep tinplate clean, but do not clean the tin coating off. Using a piece of heavy ply or flat timber as a workbench top, plate glass is ideal, place base bottom side up on this surface and after marking and drilling positions for the buffers in the buffer beams position buffer beam on edge at one end of the base,(Fig. 1.). Using flux, solder into position, keeping it upright and square, then repeat for the other end. Clean off excess solder with scraper or file and position sole bars. (Fig. 1.). If too long, file until the exact length and keeping the edge of sole bar to the edge of the base solder flat into position. When both sides are completed Check that the base is flat, using a sheet of glass, if not remove all items and start again. A small bow is acceptable, but if it is too curved or twisted the truck will not stay on the track.

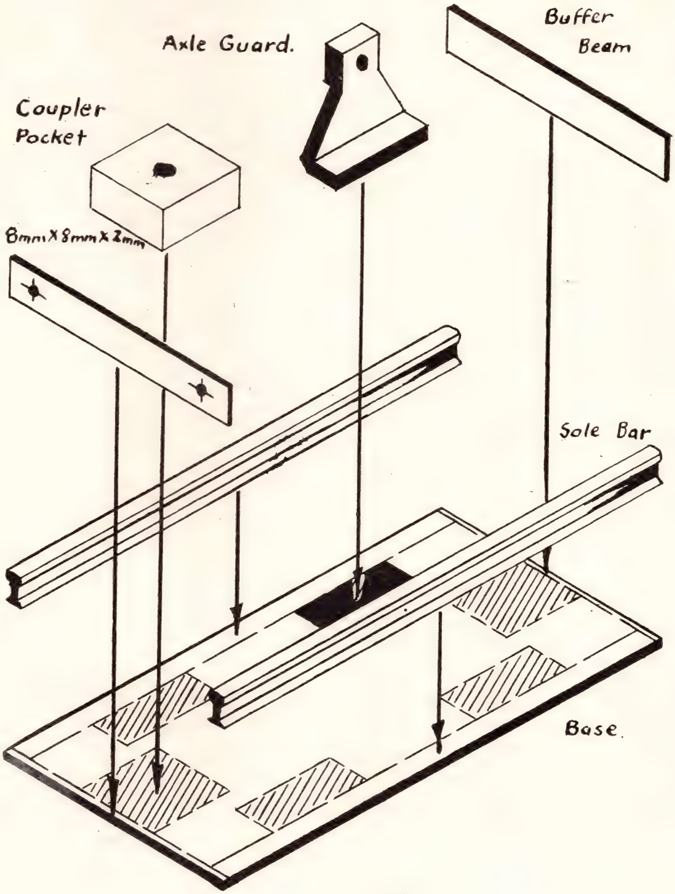


Fig. 1.

When satisfied clean off all excess solder until the under side of the base shows base metal, not solder, and then using a pin vice drill holes from the top side of the base for hand staunchion positions. As the drill will be quite then (No. 60) take extreme care; use an electric drill on a bench holder if possible.

Out of 2mm thick material 51mm x 22mm cut out of each side a 2mm x 38½mm section as per plan. This is the ballast section. Tin under side of block by spreading flux on the job, heating, applying solder, and when solder is covering the surface,wipeing the excess off with a cloth.

Using Fig. 3 for reference and the plan, position the block on top of the base and after flux has been smeared between them apply a soldering iron to the block until the solder runs out from under the block. Extra solder can be added, but do not overheat and burn off tin and unsweat the sides and solebars. Clean off excess solder, re-drill holes if necessary to clean solder. If a 2mm section of material proves too hard to obtain, sweat 2

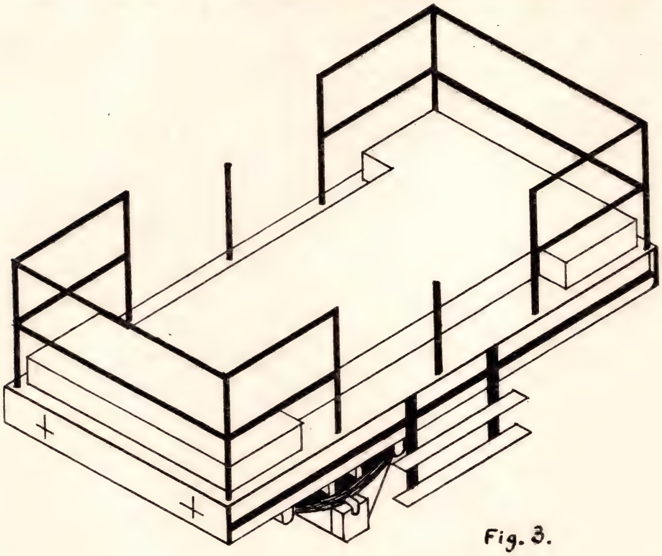


Fig. 3.

pieces of 1mm section together. Block and base can be held with a spring clothes peg while soldering.

Cut and fit 2 coupler pockets 2mm x 8mm x 8mm and position as Fig. 1. Drill No. 55 hole 4mm deep, 6½mm from end of wagon and centre of block. Tap 10BA. Use Kadee 5 & 10 couplers.

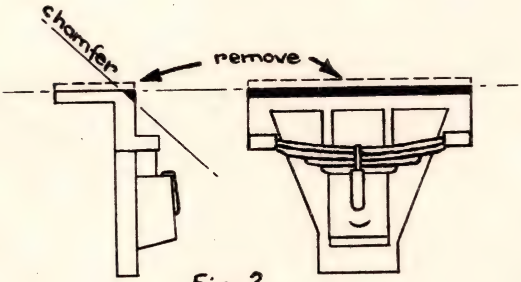


Fig. 2.

Drill axle guards with a No. 42 drill 3mm deep (for Jackson wheels 10½mm). Remove excess flash from the casting and remove top side and chamfer top edge with a file, (Fig. 2.) until the axle box sits in position (Fig. 3.) with the top of springs resting on the solebar and the outside edge of the axle box mounting tight against the inside of the solebar. When all four axle guards are prepared, position an axle guard 6mm from the end of the wagon to the side of the axle box (see Fig. 1.); smear flux between the joints and carefully solder.

WARNING: DO NOT APPLY SOLDERING IRON TO AXLE GUARD.

Apply the iron to base material until the solder freely flows, then bring the iron up to the axle guard so that the solder flows between the joints. Position the second axle box on the same side as the first and solder. Before soldering the third and fourth axle boxes place wheels in position, then afix axle guards. It is helpful to only apply a small amount of solder to the axle boxes at first, for the whole wagon should be checked for levelness on a flat piece of track. If the wheels are too uneven, remove the offending axle guard and build up the axle box. When tested continue to solder permanently into position.

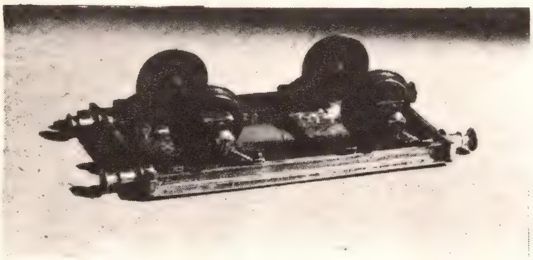
Solder a 12mm x 12mm x 1mm piece of brass on the underside centre of the wagon, then position and affix the air cylinder.

Superstructure. Using steel/brass pins 1mm thick cut the following pieces:

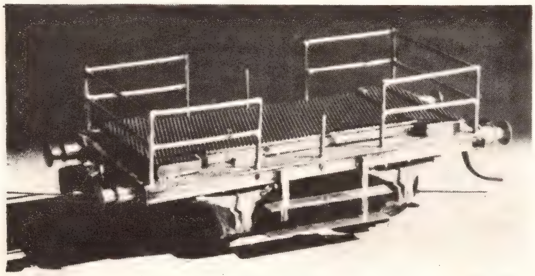
8 pieces 13mm long - corner posts.
2 pieces 9mm long - centre posts.
4 pieces 25mm long - end rails.
8 pieces 16mm long - side rails.

Using pliers or tweesers to hold the fine pins, insert the corner posts in position and solder in place. Trim to 10½mm high from the top of the base, using a fine file while firmly holding with pliers (long nose variety). Position and solder the centre posts 7mm above base. The top end rails are positioned on top of the corner posts and when the rails are trimmed to size, solder in position. For this and the following procedures with the rails try to keep solder to a minimum, i.e. clean joints and apply flux before soldering and avove all do not rush the job. Next trim to size the centre post and position halfway between the base and top rail. Next add side top rails then side centre rails and at all times keep rails level and square. If a mistake is made remove offending part and repeat proceedure.

Cut 4 only 1mm strips 12mm long out of .015" material and bend at right angle 2mm from end. Solder each piece on the bottom of the solebar next to the axle box spring holder, (note, the models in the photographs have not been made this way) with the long strip towards the bottom of the base. Bend the other end of the strip 2mm from the end outwards so that the bottom step may rest on this strap. Cut the steps 2mm x 2mm out of .015" material and position bottom step. Position 2nd step 4mm above lower step and solder. Clean off all excess solder, flux etc. and paint a dirty matt black with rusty handrails.

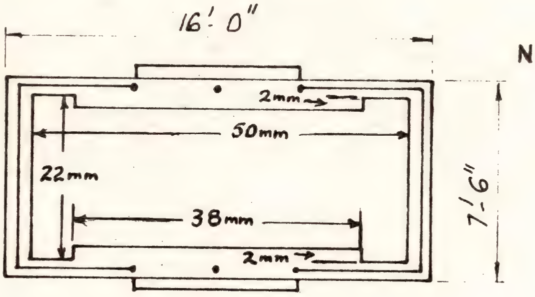


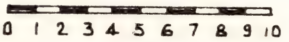
The model progresses.



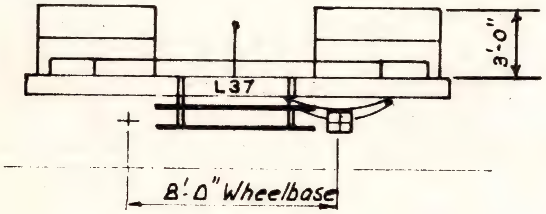
The Model.

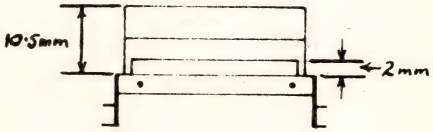
N.S.W.G.R. SHUNTERS WAGON L37





Dimensions in mm are for modelling in HO scale.





PROTOTYPE STATION LAYOUT
DENMAN

Photos by A. TEMPLEMAN.

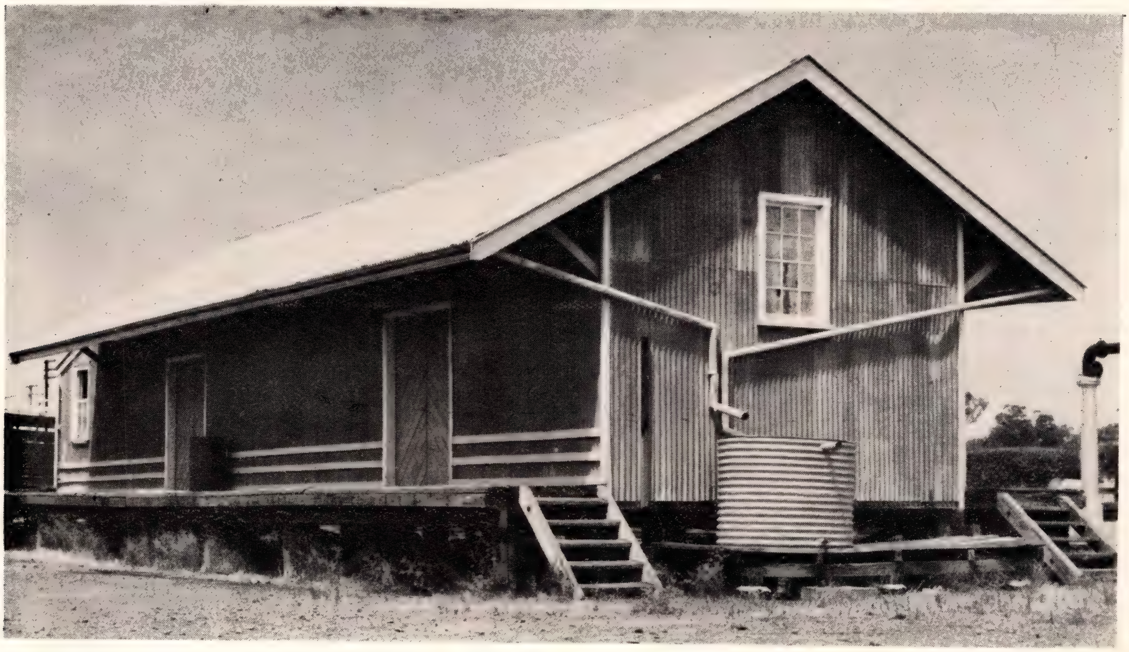
by A. TEMPLEMAN.

Denman, situated in the valley of the Hunter River, is 16 miles from Muswellbrook and is the main intermediate station on the branch line which runs from Muswellbrook, on the NSWR main northern line, to Merriwa. It was the terminus of the line for over two years, from April 1915 to October 1917 when the remaining 35 miles to Merriwa were completed.

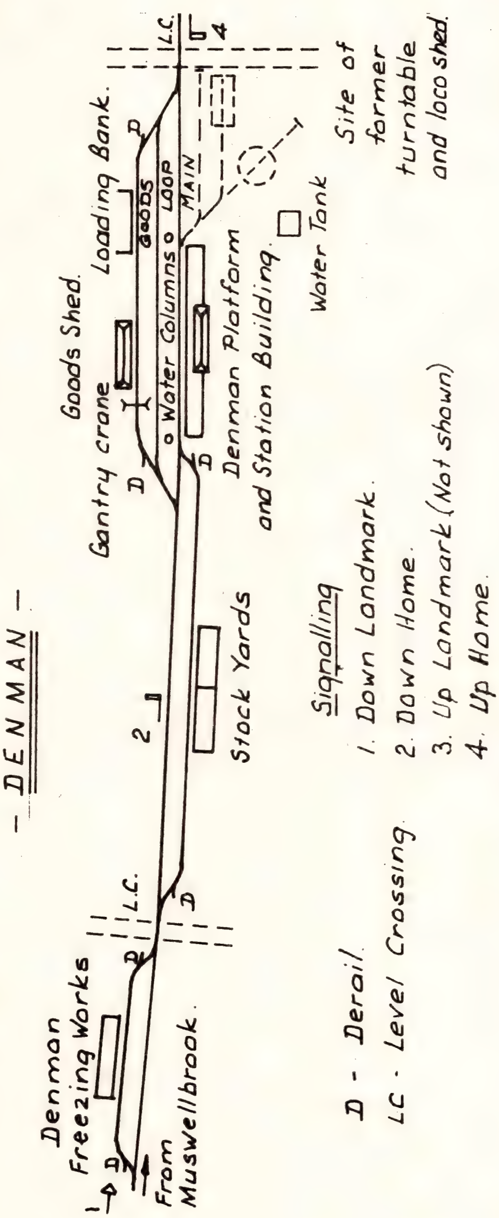
The track layout as Denman is quite simple, as can be seen from the diagram. A passing loop, and a loop goods siding serving the goods shed and loading bank, are situated opposite the station platform, while a loop siding at the Muswellbrook end of the platform serves stockyards. The station building is a timber structure typical of many in NSW. The site occupied by the 60' turntable and engine shed during the period Denman was the terminus of the line is at the Merriwa end of the yard. The turntable and engine shed were moved to Merriwa upon completion of the branch. At the entrance to Denman yard at the Muswellbrook end a loop siding is provided for the Denman Freezing works.

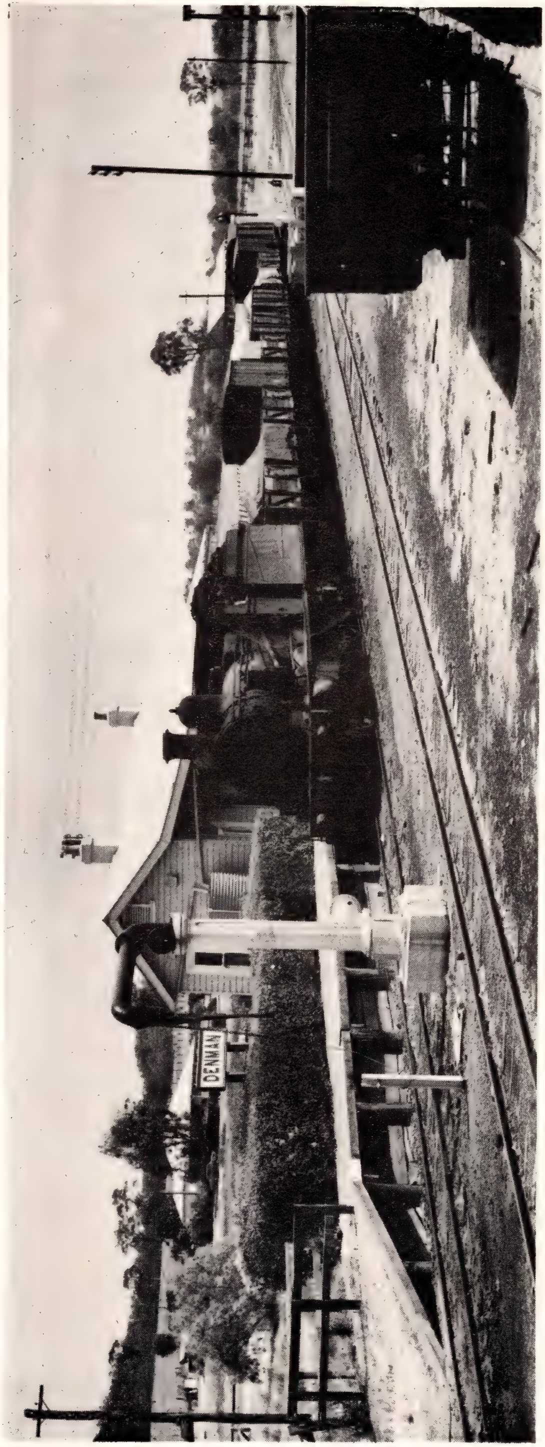
Signalling is very simple, there being a landmark and lower quadrant semaphore home signal in each direction. As is the normal NSW practice on branch and secondary lines, there are no starting signals.

The passenger service on the line is provided by a CPH rail motor, which



Denman goods shed.


- DENMAN -
Denman Freezing Works
From Muswellbrook
1
D
L.C.
D
2
Stock Yards
D
Gantry crane
Goods Shed
o Water Columns o
GOODS
LOOP
MAIN
D
Loading Bank
D
Denman Platform and Station Building
Water Tank
Site of former turntable and loco shed
L.C.
4
D - Derail
LC - Level Crossing
Signalling
1. Down Landmark
2. Down Home
3. Up Landmark (Not shown)
4. Up Home


DENMAN

makes a round trip Merriwa-Muswellbrook-Merriwa every day except Sunday, connecting with main line services at Muswellbrook. A goods train normally runs from Muswellbrook to Merriwa and return three days a week. Extra goods trains are run as required particularly when the wheat harvest is being moved from Merriwa. Wool, lucerne and other crops, cattle and timber for sleepers are the main items railed out of Denman.

In the latter days of steam, goods trains on the branch were usually hauled by C30T class light 4-6-0 tender locos or D50 class 2-8-0's. C32 class 4-6-0's were also allowed on the line. With dieselisation the 48 class works all goods services on the line.

Sandy Hollow, 11 miles closer to Merriwa, was to have been the junction of the Muswellbrook-Merriwa branch with the ill fated Sandy Hollow-Maryvale railway. (Maryvale is on the main western line near Wellington.) This line would have provided a more direct route between the western parts of the State and the port of Newcastle.

Work proceeded intermittently on this project from 1937 to 1950 when it finally ceased because of lack of funds. Most of the earthworks had been completed, but unfortunately there seems little prospect at present of the line being completed.

However if a modeller desired to base a layout on Denman but wished to have heavier traffic than the branch carries, he could imagine that the Sandy Hollow-Maryvale line had been completed. He would then be justified in running heavier traffic and using main line locomotives. To further increase activity the modeller could also restore the turntable and engine shed.

With a little imagination like this any prototype can be adapted to suit a modeller's requirements without losing its basic character.

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Working Headlights for Diesels

by R. DALL.

For those members who have thought of "lighting" their diesel(s), but have never started the job, this article can be used directly for Athern F7A diesels (Hi-Fi drive) or modified to suit your own requirements.

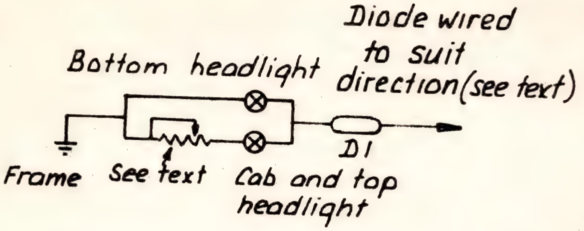
The requirements that I had were:

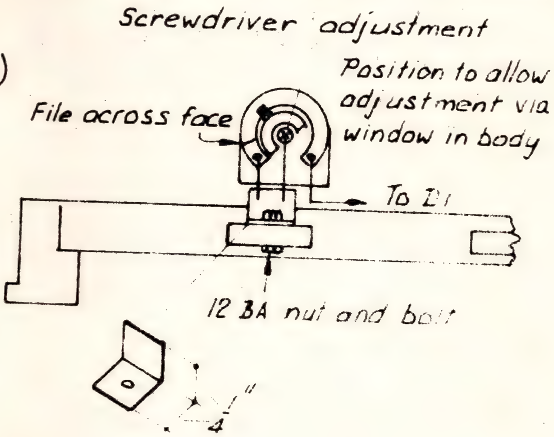
Diode switching:
  Foward - lights.
  Reversed - no lights.
Day/Night operation:
  Cablight via switch, accessible while diesel is on the rails.

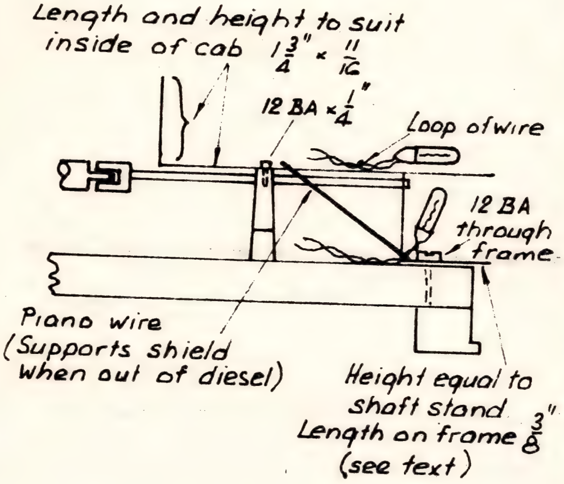
What I came up with allows the first condition on both of the headlights. The main shield was placed between the upper and lower headlights, then the top headlight also acted as cab light, the day/night switch was placed in this circuit. Now the bottom headlight is on all the time when running forward.

A preset potentiometer from the junk box was used in place of a switch, since it gave me the ability to vary the brilliance of the cab light.

The choice of 12 BA was unavoidable since the taper and plugging taps cost 49¢ each, while for 13 BA and above, a set of 3 taps must be bought at a cost of $6.50.






Length and height to suit inside of cab 1 3/4" × 11/16"
12 BA × 1/4"
Loop of wire
12 BA through frame
Piano wire (Supports shield when out of diesel)
Height equal to shaft stand
Length on frame 3/8" (see text)

No difficulty was experienced with the taps, but care must be taken with the tapping drill due to its size. I found that the casting metal of the diesels was hard to drill by hand, an electric drill made short work of the job.

The shields were constructed using 0.010" brass, canned food tin could be used. It is cut to the inside width and rough shape for the nose, then filed to fit. With the 3/8" dimension that I used (bottom section), the drive shaft will protrude through the top of the lower shield and the rubber band is not refitted to the first axle.

The upper and lower shields were screwed to the frame and the joint soldered. The support wire which is to be notched into the shields is added and then the holes for the grain-of-wheat lights drilled. Take care to ensure that these holes are not to close to the drive shaft bands.

On looking around, a switch for the cab 'CCT' might be hard to mount compared to the preset potentiometer (approximately 20¢) which is soldered to a piece of tin bent into an 'L' shape. Care taken in mounting this potentiometer will ensure easy accessability. A shallow knife or file cut across the potentiometer's surface provides the required on/off ability for the cab/headlights.

The diode should be a 12-18 volt type with the same current rating as the grain-of wheat lights used.

If the lights operate for the wrong direction, reverse the diode connections. No diode direction is shown because your diesel can now comply to AMRA specifications for travel although the frame of the diesel can be negative or positive potential.

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SITUATIONS VACANT.

The Association is seeking a Typist and Publisher for Journal. Any member or a member's friend may carry out these duties and place of residence is not a restriction. Details available from Dot and Jack Treseder.

A Superquick Country Hotel

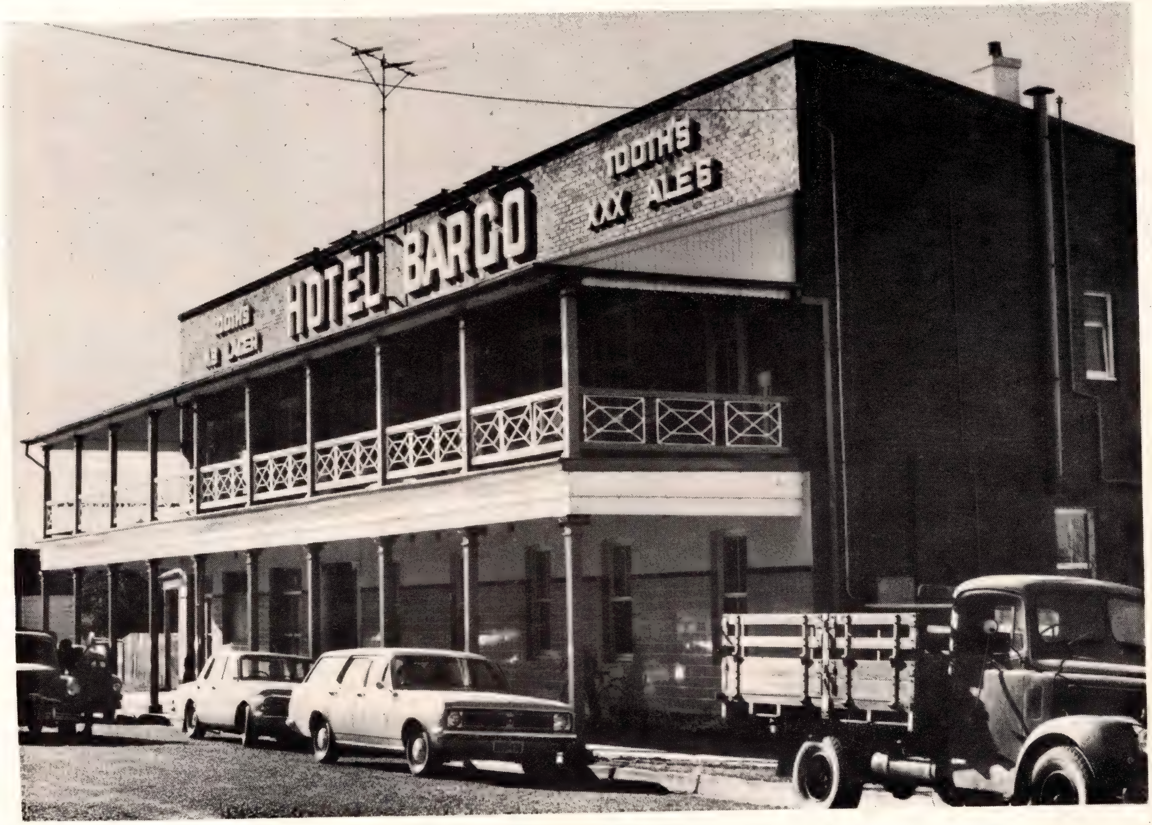
Photos by A. TEMPLEMAN.

by A. TEMPLEMAN.

For those who, like myself, wish to have an Australian style country hotel with verandah and verandah posts (alas now fast disappearing) but not wishing to spend the time to scratch build one, the following solution may be of interest. (HO scale).

The Superquick Kit No. A9 (four terrace cottages) provides the basis. This is made up as per instructions except that the porches are omitted from the front doors. I made some measurements of the verandah and posts of the hotel at Bargo (N.S.W.) and adapted these to suit the Superquick Kit. These dimensions (in millimetres) are shown in the diagram. The diagram is only to show the measurements and is not to scale, so work from the measurements and not from the drawing.

The whole kit is mounted on some grey cardboard (10½" long and 5" wide) which forms a base and also a footpath. By building it on a base in this way we can do the whole job on the work-bench. The verandah posts are North Eastern timber 2mm x 2mm, corresponding to the 6" square posts of the prototype.



Hotel Bargo.

The verandah floor and ceiling are formed of thin cardboard. Two pieces of triangular shaped cardboard are cut to support the corrugated iron roof as shown in the drawing. The corrugated iron roof was made by the method described by Howard Armstrong.

To make corrugated iron by this method you require one sheet of commercial corrugated iron (C.N.L. brand obtainable from the Model Dockyard and other hobbyshops), some aluminium foil (kitchen type), a piece of soft 1/8" thick balsa approximately 3/4" wide, some thin cardboard and a tube of Aquadhere or similar P.V.A. glue. A piece of the cardboard the size of the roof is cut out. A piece of the aluminium foil large enough to cover the roof section is cut out and laid over the piece of corrugated iron and the piece of balsa rubbed over it. The foil takes the shape of the corrugations easily. The foil is moved and replaced so that the last two or three grooves stay over the iron to locate the corrugations. This procedure is carried out until all the required area of foil is corrugated. The foil must be handled carefully at this stage as the imprint will press out easily.

The piece of card is coated with a fairly liberal coat of Aquadhere and the corrugated foil is placed on it and pressed down lightly so as to force the glue into the ridges making sure the corrugations run the way you

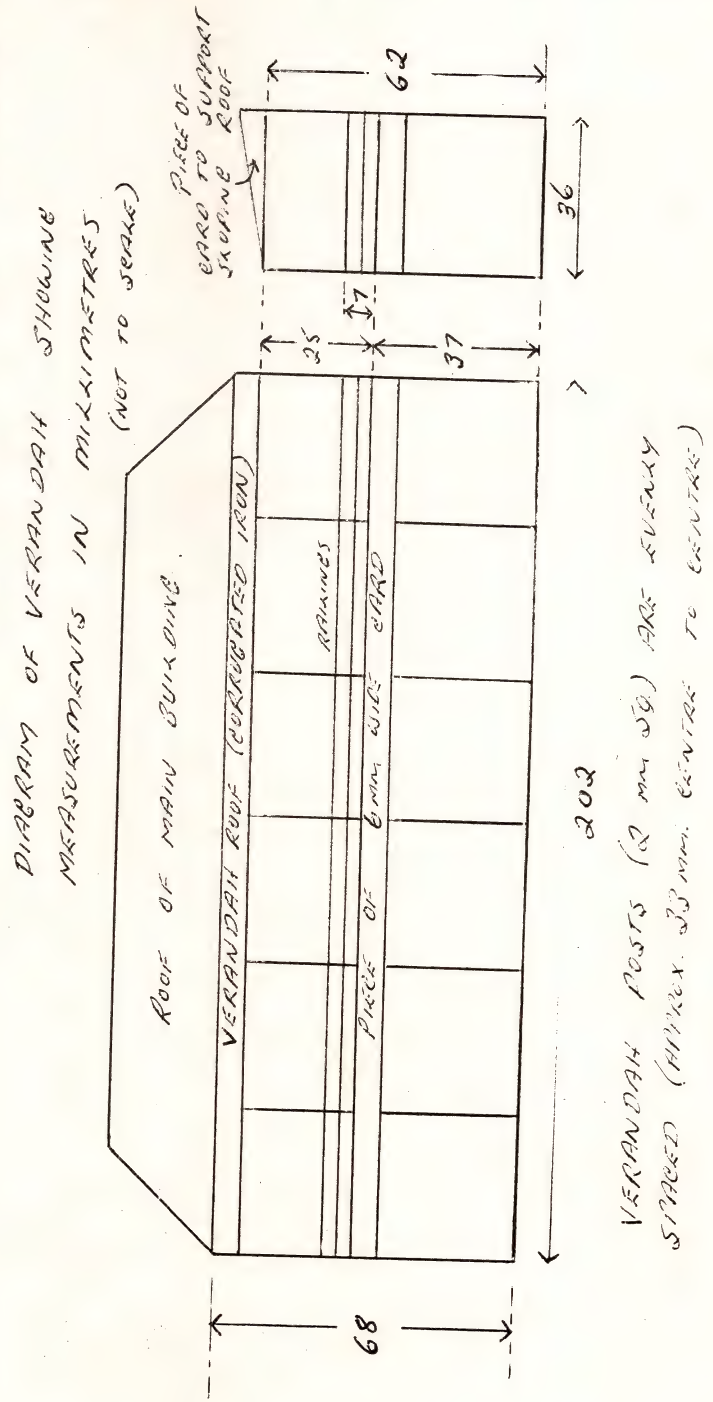
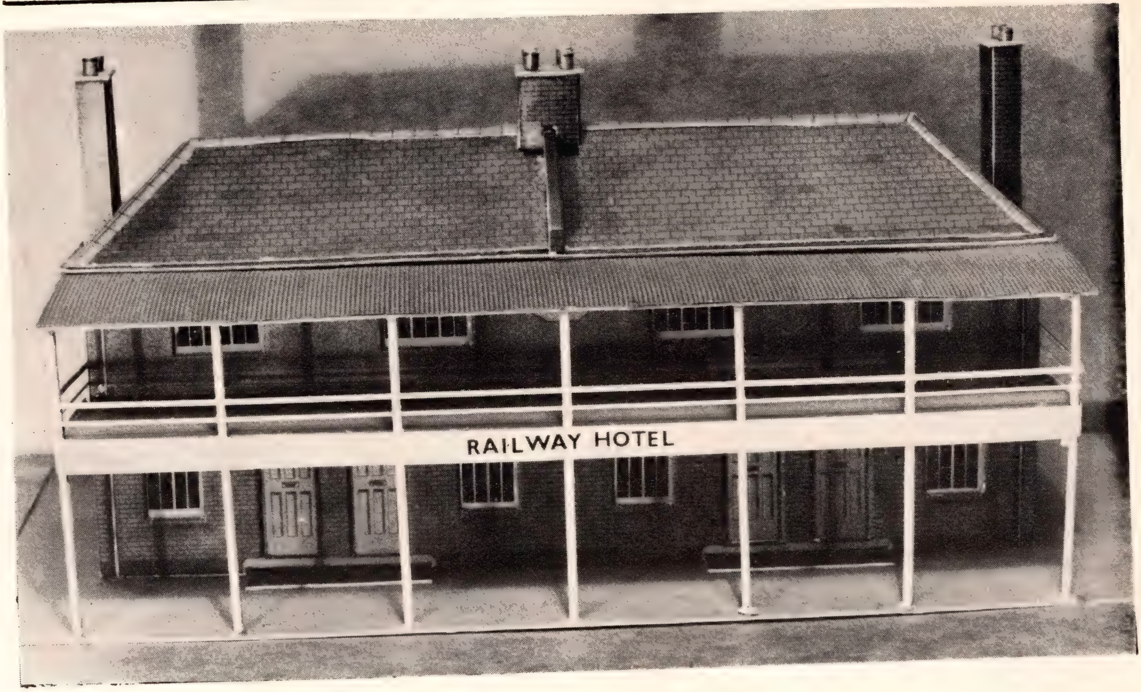


DIAGRAM OF VERANDAH SHOWING MEASUREMENTS IN MILLIMETRES (NOT TO SCALE)

PIECE OF CARD TO SUPPORT SLOPING ROOF
62
36
25
7
37
ROOF OF MAIN BUILDING
VERANDAH ROOF (CORRUGATED IRON)
RAILINGS
PIECE OF 6MM WIDE CARD
202
68
VERANDAH POSTS (2 MM SQ) ARE EVENLY SPACED (APPROX. 33 MM. CENTRE TO CENTRE)



The modified Superquick kit.

want them to. Put to one side and allow to dry overnight. When completely dry any necessary trimming may be done with a sharp knife or razor blade, and the roof glued into place. This method may be used to produce any amount of corrugated iron for modelling purposes.

For those who do not wish to make their own corrugated iron, Campbell's corrugated iron is available from the Model Centre in Adelaide or the C.N.L. type from the Model Dockyard could be used.

The railings on the verandah are two strips of 1/32" wide Chartpak strip. Ornate railings are available in HO scale in the United States, several types being listed in Walthers catalogue, for those wanting something more decorative. I believe these are now available in Australia from the Model Centre in Adelaide.

The roof was painted matte dark grey and the posts and railings cream.

Most of the actual construction of the model was done by my wife who has become an expert at assembling Superquick kits.

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REQUEST.

Where (if anywhere) can I get a permanent magnet, about an inch or so long, to fit between the rails after removing the necessary sleepers, to operate magnetic uncoupling of Rivarossi type couplings? A piece of magnetic plastic that is used on refrigerator doors does the job, but losses its magnetism after a while.

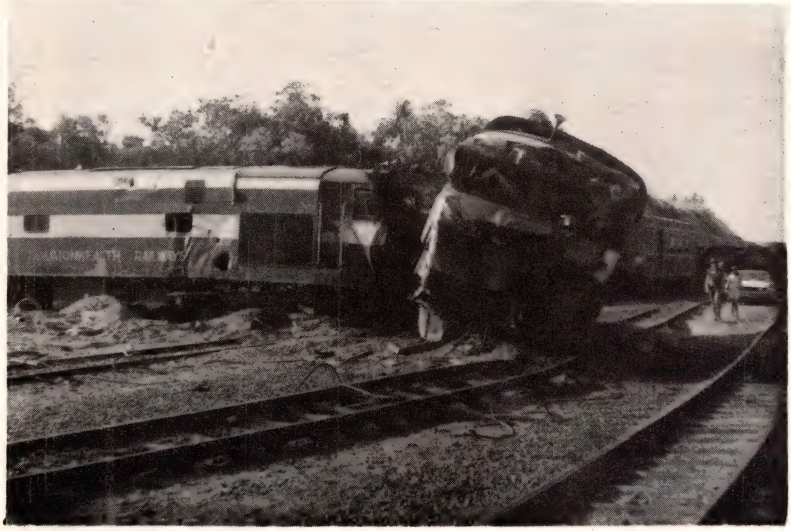
Railway Smash - Darwin

by A.T. HARRIS.

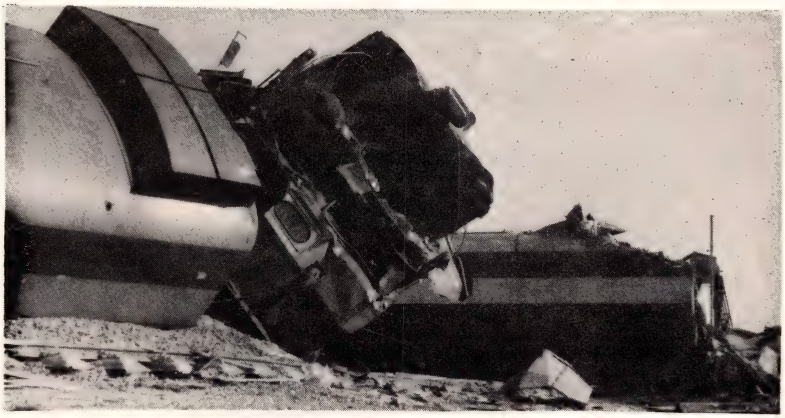
At 5 am. on Saturday 4th November 1972, an accident occurred in the Frances Bay railway yards, Darwin, between a runaway ore train and a stationary goods train.

Details of the accident are not available, as the results of the enquiry were not made public. For some reason the triple headed, 2630 ton ore train got out of control at the top of a long falling grade into the Frances Bay yards.

The accident severely damaged four NT class locomotives, 23 ore trucks, and a number of goods vans. As can be seen in the photographs, a considerable mess was made of everything in general.



Loco on the right was the first loco on the triple headed ore train. Loco on the left (broadside) was on the stationary goods train preparing to depart Darwin yard on 4/11/1972.

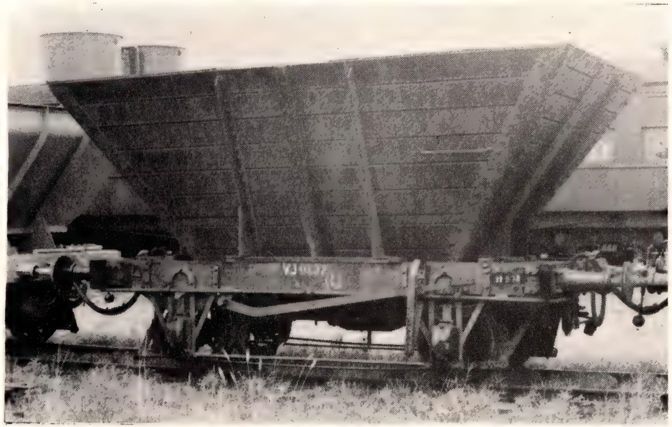


Commonwealth Railways NT class 3'6" gauge locos. Four were involved in the crash between a triple headed ore train and mixed freight train on 4/11/1972.

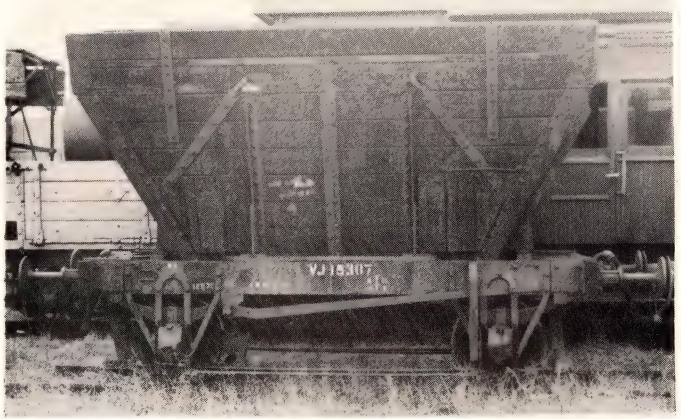
QR Coal Hopper

by A. C. ROBINSON.

The coal hoppers were painted black, but are now being painted grey. Also all V type have been withdrawn from service.



Type VJ.



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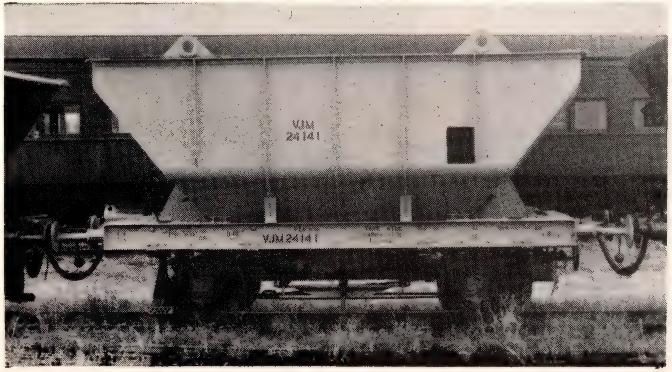
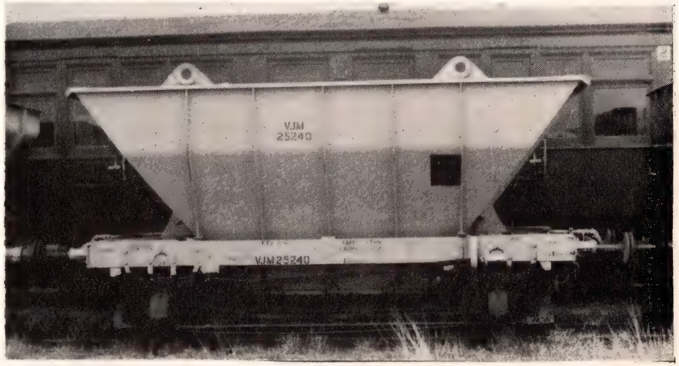
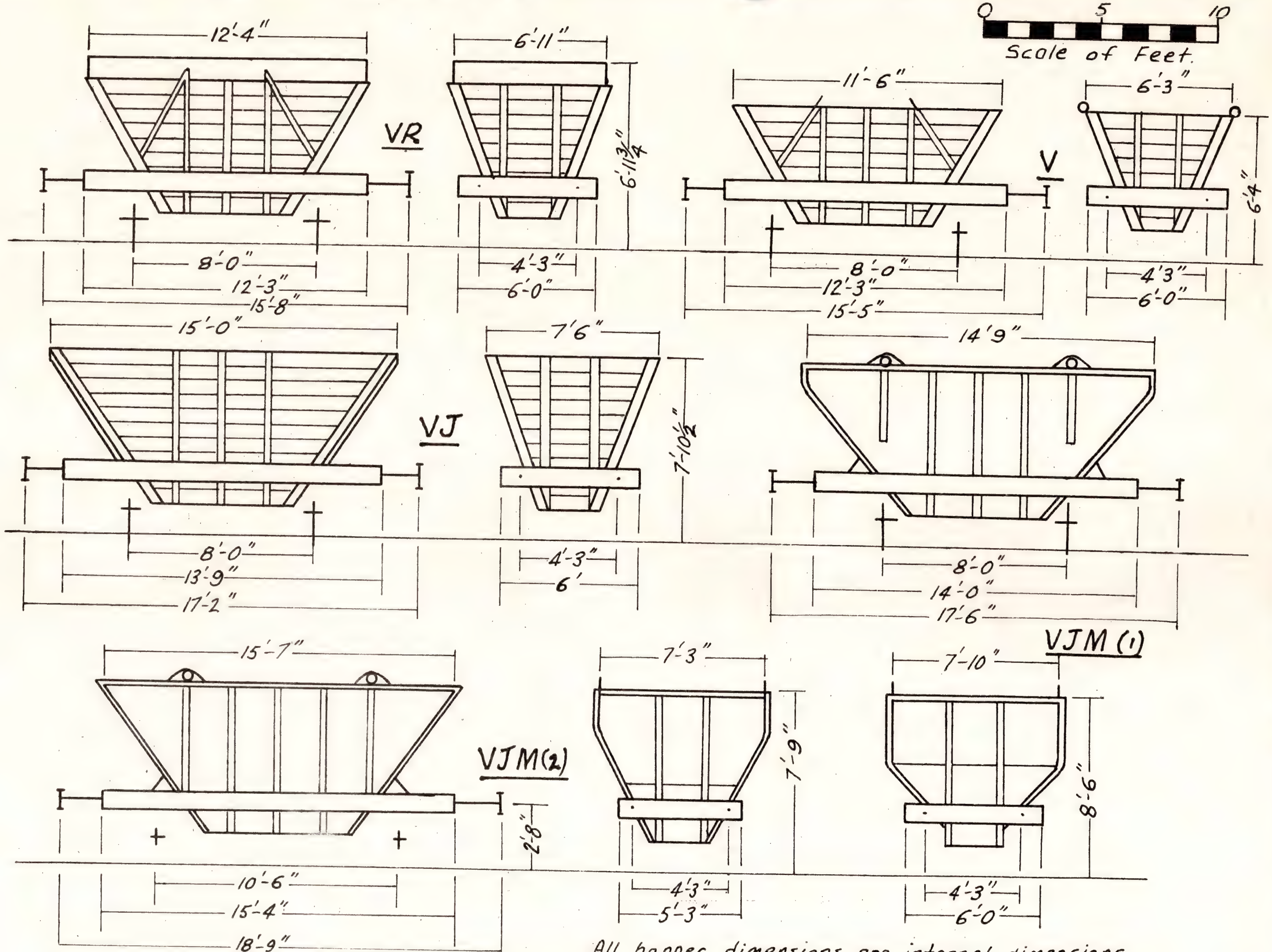


Type VJM - 1st. Series.

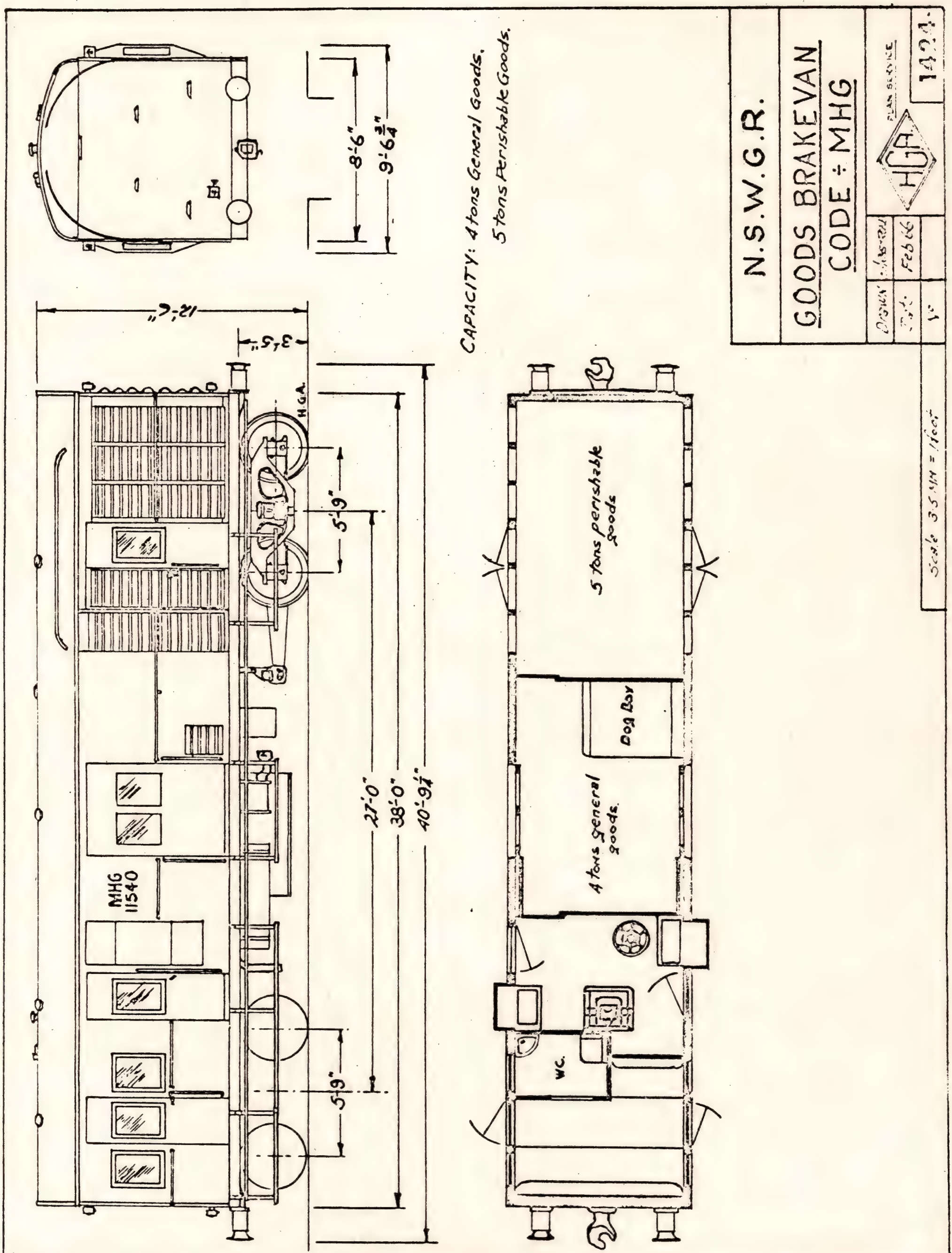


Type VJM - 2nd. Series.



All hopper dimensions are internal dimensions.
All buffer heights 2'8". Wheels 2'-2" diameter

A.C.R.


N.S.W.G.R.
GOODS BRAKEVAN
CODE ÷ MHG
PLAN SERVICE
HGA
1424.
Drawn
Date
Feb 66
Scale 3.5 MM = 1 foot
CAPACITY: 4 tons General Goods.
5 tons Perishable Goods.
8'-6"
9'-6¾"
12'-2"
3'-5"
H.G.A.
5'-9"
5'-9"
27'-0"
38'-0"
40'-9¼"
MHG
11540
5 tons perishable goods
Dog Box
4 tons general goods.
W.C.

Improving the Triang "Flying Scotsman"

by P. ROGERS.

With the laying down of my garden railway, and having minimum of 5' 0" radius curves, it was apparent that some of my loco stud could be converted to full drivers and so give extra traction.

A Hornby Castle class was the first converted, and gave much improved running. An old Triang C.P.R. Pacific was next, but it was necessary to file down the wheel flanges to allow running through Peco points.

Attention was then turned to Triang's improved scale model of the "Flying Scotsman". After countless hours of running, converted to third rail, it developed a stagger which was traced to a very worn worm. This wear was traced to the use of nylon gear, and compounded by the motor mount being too high.

For others plagued by this trouble the real cause is in the nylon gear. Nylon, like ebonite, and several other non conductors, become charged with static electricity. When so charged, they pick up dust and grit, and in transferring it to the bronze worm, the worm becomes abraded away. The cure is easy - purchase a bronze gear with the new worm.

The Flying Scotsman is a very easy loco to work on, being comprised of many bits and pieces. The firebox unit was first discarded. Like all gimicks it only serves to rob the motor of power. The nylon gear was pressed out, and the bronze one substituted. Having also purchased a pair of Triang steel rim wheels, the rims were removed. They come off easily with finger and thumb pressure.

All paint was removed from the flangeless centre drivers, and they were rubbed down with fine wet and dry paper until the rims fitted. A snag here is that the Scotsman wheels are very close together, and it was necessary to take a good deal off the new rims to clear the first and third drivers. A thin paste of Selleys two part metal filler was used to hold the new rims on.

It was found after assembly that the centre drivers were larger than the other two originals. The new rims were rubbed down until they were the same size as the others. A new worm was fitted to the motor, and about 1mm was added to the tab on the end of the bed plate to give better mesh.

All motions attached to the boss of the centre driver were given the once over with a fine file to true up the stamped surfaces, and the bronze separator washers were given a light rub on a fine emery stone.

Lead weights were cut and fixed in the smokebox, in the channel of the chassis in front of the drivers, and on the sides of the firebox unit. A total balanced weight of approx. 4 oz of sheet lead was fixed with Plastibond..

The gear and pinion were treated with graphite grease, and the motions and axles were oiled with a 20 grade motor oil. I know most modellers use lighter grades of oil, but I find that they are inclined to vanish or creep. For proprietary locos I find that 20 grade is just about right. In point of fact two well known brands of light machine oil are abrasive, and anything with a eucalyptus smell is almost akin to penetrene. The base of penetrene - and the main body of liniments, is oil of Wintergreen. Need I say more?

The suppressor was also discarded. My railway is in the guinea pigs' former yard, and is totally enclosed with rabbit proof wire netting. This effectively grounds any electrical interference caused by the motors. As a point of interest for others who might get complaints from the neighbours about interference. It can be cured by tacking aviary wire mesh around the layout or on the walls. The mesh should be grounded to a water pipe or rod driven into the ground in the dampest position. This is unnecessary if the layout is housed in a galvanised iron garage or shed.

The converted loco was now tested. It pulled 12 Triang coaches with the older coarse scale wheels, without slip. It required some 10 to 12 volts, and so the load was cut to 8 coaches. The performance was more than satisfactory, even at low voltage. Eight Hornby tinplate teaks (Gresleys) were fitted with Jackson wheels. With such free running scale wheels the Scotsman galloped away.

The loco and tender were then given a coat of hard varnish, which I prepared from resin and methylated spirits. This is harder and more scratchproof than local commercial varnishes. The varnish takes weeks to make, as resin is slow to dissolve in metho. The drying time is also several days, and I recommend that you use a stiff brush for its application.

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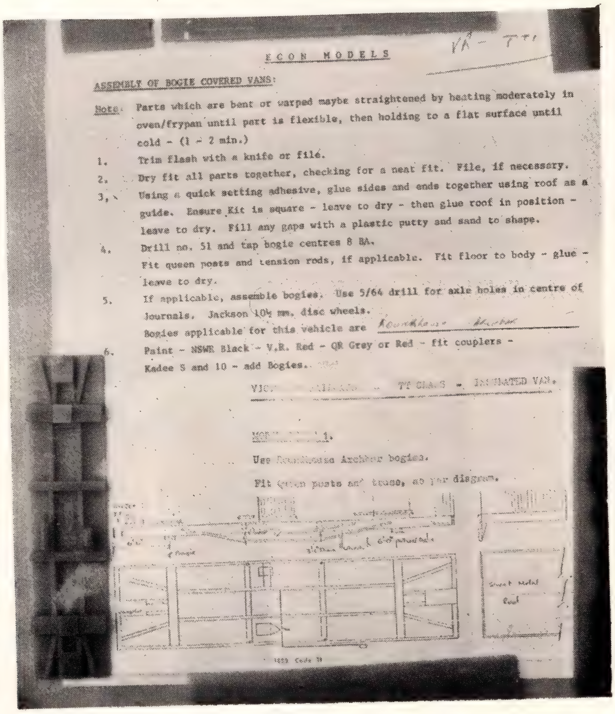
BUYER'S GUIDE

Review of Eco Insulated Van Kit

by REX LITTLE.



VR - TT

ECON MODELS

ASSEMBLY OF BOGIE COVERED VANS:

Note: Parts which are bent or warped maybe straightened by heating moderately in oven/frypan until part is flexible, then holding to a flat surface until cold - (1 - 2 min.)

1. Trim flash with a knife or file.
2. Dry fit all parts together, checking for a neat fit. File, if necessary.
3. Using a quick setting adhesive, glue sides and ends together using roof as a guide. Ensure Kit is square - leave to dry - then glue roof in position - leave to dry. Fill any gaps with a plastic putty and sand to shape.
4. Drill no. 51 and tap bogie centres 8 BA. Fit queen posts and tension rods, if applicable. Fit floor to body - glue - leave to dry.
5. If applicable, assemble bogies. Use 5/64 drill for axle holes in centre of journals. Jackson 10½ mm. disc wheels. Bogies applicable for this vehicle are Roundhouse Archbar
6. Paint - NSWR Black - V.R. Red - QR Grey or Red - fit couplers - Kadee 5 and 10 - add Bogies.

VIC[illegible] - TT CLASS - INSULATED VAN.

[illegible] 1.

Use Roundhouse Archbar bogies.

Fit queen posts and truss, as per diagram.

V.R. TT Bogie Insulated Van. Kit from ECON Models.

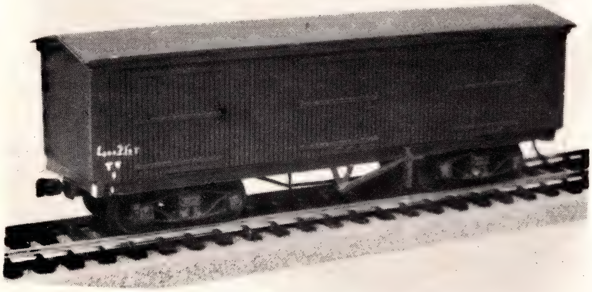
The TT van is a wood sheathed Box Car, vintage 1889. To my knowledge there are none at present in service.

The kit consists of two sides, two ends, a roof and a floor/underframe. All parts are cast in a single-sided mould, and have quite a lot of very thin flash round each part. This flash breaks off quite easily, and the material is easily worked with a file or knife.

A roneod instruction sheet, and a plan were included in the kit. The instructions are written to cover a variety of covered vans and are easily followed.

The kit was assembled in about 1½ hours up to the ready to paint stage. Time was taken to file the ends flat so that the sides and roof fitted nicely. Plastibond was used to fill any slight gaps left after assembly.

The extremely thin parts of the underframe were easily broken, although one end survived dropping on the concrete floor of the garage. Both sides are identical, although I feel that they should be mirror images. The detail cast on the model is superb.



The kits retail at approximately $2 and appear to be reasonably good value for money. Bogies and brake gear are not included in the price.

The van runs nicely, and is about the right weight - ½ oz per inch length. The plan completes the instructions, and enables the model to be painted and numbered. As can be seen in the photos I have added the usual white squares on the brake side, as is found in current VR practice. I am not sure if this is correct for the vintage, and have not added the usual shunter's steps at the ends. If the van was in use at the present day both these items would have been added.

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Shop Spy

THE "LIMA" INDIAN-PACIFIC.

by PETER ROGERS.

Like thousands more I welcomed this long awaited loco and carriages. It probably is not quite perfect as the rivet counters have pointed out to me, but it pleases me and has also pleased scores of visitors who have seen its performance at my Garden Railway which is open gratis to the public.

It runs smoothly and almost noiselessly and gave no trouble at points, "peco". Like Fleishman, it will run on very low voltage and does not require a (great drink) to start off. After 2 hours continuous running the motor was not even warm.

The loco does have one defect to date, after approx. an hours use, wheels seem to get ingrained with dirt and require cleaning with a track rubber.

Dirty wheels can be suspect when loco starts to stagger or remain static. Whether this problem would occur on inside layouts I do not as yet know.

Hauling capacity seems limited to six cars, confirmation of this also came from Warrimoo Model Rail Club.

As the plastic undercarriage is not built to take weights and weights have not shown any advantage, it seems those 15 car sets will require double headers. The haul up to Lithgow requires the services of double headed 46 class NSWR electric locos as it is.

The success of LIMA's venture into the Australian prototype market with their "Indian Pacific" was very gratifying to the Australian Agents.

Sales to date of sets alone are 14,000 in the five months since release.

The Restaurant car for the "Indian Pacific" should appear on the market within a few months, and the baggage car early in 1974.

A "Southern Aurora" set is also listed for this year. The motive power will be the 42 class NSWR loco already listed in the Lima catalogue. The price is believed to be approximately the same as the "Indian Pacific".

The best is yet to come. For those of us who find the Japanese brass beyond our means, Lima are contemplating production of the famed 38 class loco of the NSWR. This is expected to sell at about $30.00 - a third of the price of Japanese brass. The loco will be the streamlined version. Coaches will be available some time in 1974. As one of the last named Pacific locomotives to run in the world, sales are expected to be world-wide.

For those who are wondering, the popular MRC Kits are back in production with little or no increase in price. It is understood that the scarcity of the kits in the past was due to the erection of new premises, the streamlining of production, and a dissatisfaction of modellers who "pirate" kits and destroy incentive to produce new kits.

Of Friedmont kits, it would appear that production has ceased. Even limited runs of these kits, with better quality control, would be appreciated by Australian prototype modellers.

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The "A.M.R.A" Trade Mark

by DAVID GROSS.

The Australian Model Railway Association's trade mark "A.M.R.A." and device of a wheel upon a rail, offers protection for the Association within the Territories of the Commonwealth to which the Trade Mark Act applies. This includes all States and Papua.

The Association shall be entitled to institute any proceeding to prevent unauthorised use or to recover damages for the infringement of the mark.

The rights acquired by the registration of the Trade Mark shall be deemed to be infringed by the use of a mark substantially identical with the "A.M.R.A." Trade Mark or so nearly resembling it as to be likely to deceive and being used in respect of the goods which the "A.M.R.A." Trade Mark covers.

The goods which the Association's Mark covers are Model Railway Equipment, parts and accessories thereof.

Further to the protection afforded by the normal Trade Mark Registration, permission has been applied for to register the mark as a Standarization Trade Mark, where the Association undertakes the examination of any goods, for which the mark is registered, in respect of material, quality and accuracy thereof, and to certify the result of such examination by the use of the "A.M.R.A." Trade Mark.

It will be appreciated that the Association has a great responsibility in approving of products which are to be sold to the public and as only good products will be approved of, this will lead to a high standard of manufacture. This, in turn, will be of great benefit to the modeller and the trader alike and to this end the "A.M.R.A." Trade Mark will play a vital part in Australian Model Railroading.

Help - Wanted

Dear Sir,

Like many model railway enthusiasts I have a layout of two rail system of the size of 8 x 17 feet, and on it we operate a number of the Hornby-Dublo locos of various types, which have been in my family for a number of years.

In the past I was able to obtain the spares as I required them, but this is a thing of the past, and was advised to try and obtain some old burnt out locos of no use to anyone as an alternative, for wheels and axles etc. as long as these locos are of the Hornby-Dublo range.

Our locos are in good running condition despite their age, and because of their faithful performance in the years gone by, I have no intentions of parting with them, so, this is why I would like to make this enquiry through your A.M.R.A. Journal pages.

Any information that will assist me in my problem will be greatly appreciated. Noel James, 17 Hunter St. Georgetown. N.S.W. 2298.

Dear Sir,

I operate an HO gauge railroad layout, and I have always wanted to get an HO Garrett Locomotive to run on it. I heard that in Australia some of these engines were made. I would like to ask you the favour of asking your friends and club members, if any one has an extra one of these locomotives or knows where I could secure one, I would surely appreciate the information, also how much would it cost. I saw reference to your Association in the Model Railroader Magazine and hope you can help me obtain one of these locos. I have a few duplicate American HO locomotives and perhaps some sort of a trade could be worked out.

Leroy C. Lowden,
947 N Orange Ave.,
Azusa. Ca. 91702. U.S.A.

Dear Sir,

Model Railroader - Dec.'60, July'62, Sept.'63, July'64 & Sept.'64 issues Any condition. Also HOn3 and logging equipment, any condition. C.J.Welch 6 Bushell Place, Ardross, W.A. 6153.

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THE POP VALVE!

FOR READER'S LETTERS

The Editor,
AMRA Journal.

Dear Sir,

I read with interest the article on trees in Journal 101, by Cedric Rolfe, and feel that I can add a little bit which might enhance the finished article.

In floral arrangements it is often necessary to wrap a stem. Depending on whether the job is for bridal work, dried arrangement, etc., the stem may be wrapped with ribbon, crepe paper, "Stemtex" or other material.

The commercial product "Stemtex" is flexible, self adhesive, and is easy to use. With it you could also cover a few exposed roots (for old trees) as a variation to having all the trunks straight into the ground.

For the wife "Stemtex" is excellent for holding together a broken stem on fresh flowers. You can hardly see it, it keeps the air out, and the flowers stay fresh longer.

The method of application is simple. Take the wire (or tree stem) in your right hand. Using ½" wide strips of crepe paper or "Stemtex" place between your fingers and roll onto the stem, while holding tension on the strip with your left hand.

To finish off the Stemtex, just press it on and it is invisible. If using crepe paper, you will need a drop of PVA or similar glue to hold it in place.

Stemtex in a roll 3½" dia. costs 65¢ from florists or Hobbycraft.

You can make a lot of trees with a roll, if your wife doesn't use it all on her flower arrangements.

Brenda Thorpe.

Dear Sir,

The article in Journal 103, where the judge gave his comments on the competition entries, has filled a long felt need in this sphere. His reasons for, and against each entry will help those who have entered to correct their mistakes. They will also give some indication to others who wish to submit models, on what to strive for and what to avoid.

This can only lead to an all round improvement in the quality of models built and entered in the various competitions.

Cedric Rolfe

Dear Sir,

The recent publication "History of Railways" advises that the Australian content will be as follows:

Issue 5.	Australian Railways Portfolio, including centre spread on "Indian Pacific".
Issue 10.	Front cover - Western Australian Government Railways.
Issue 12.	Australian Railways Portfolio, including centre spread on Southern Aurora.
Issue 21.	The Railways of New Zealand.
Issue 29.	Railways of Australia, Part I.
Issue 30.	Railways of Australia, Part II, portfolio, and centre spread.

Other issues might include the following:

Issue 16.	Garratt Steam Locos.
Issue 28) 45)	Double deck trains.

Whilst the publication is beautifully illustrated, it is noticeable that some loco scenes appear three times.

The total cost of the weekly issues to the train fan will be some $36.00. For binders and portfolios add another $10.00, giving a total of about $46. I am inclined to think that if it were produced in a complete book form, it could be a lot cheaper.

The launching of this publication by the Australian Agents obviously cost real money. It used TV ads., the Press, and the hire of a special train to Enfield Rail Museum. I too received a free pass and a copy of Issue No. 1 as did the secretaries of Model Railway Clubs and possibly other Historical and Railway Associations.

At a time when both AMRA and AMRM are both battling to keep costs low for modellers and railway fans, one thing becomes horribly obvious WE ARE SUCKERS!! Even the regular English magazines cost double and more than either Journal or AMRM, and their content is over half advertisements.

I therefore contend that the Australian modeller and/or railway fan should be prepared to pay the same for his Australian Publications.

It is hardly fair to expect a few dedicated persons to work for nothing, year in and year out, to produce something at a low price. "Fair Go Aussies" cheap labour went out with the abolition of the "Kanaka" system on the canefields.

Now don't start wingeing about Club Fees. I know what you blokes pay at say the local Bowlers and Boozers Club.

Isn't it about time our own officials were paid a renumeration? They can't be expected to work for that 4 letter word all the time.

PETER ROGERS.

Dear Sir,

A Line of Thought.

Many times over the years, both in our Journal and many others, it has been the practise to blame the English manufacturers of model railways, especially Hornby and Triang for the 4mm to the foot scale on 16.5mm track. It is generally said they over scaled to the track so as to be able to fit in their motors.

I would question if that was ever so. England could always build a motor as well as anyone. The English used 4mm/ft. scale on 16.5mm track while America used 3.5mm scale on 16.5mm track. England generally used 7mm/ft. on 32mm (O gauge) track. America favoured ¼"/ft. on 32mm (1¼" gauge) track, although 17/64 is used, but has never found real favour.

I think the rolling stock rather than the locos was the cause of this. England has tended to over scale to track, while America has tended to underscale, this is particularly noticeable in O gauge. English wagons and carriages use outside solebars, while America has favoured a centre will. The English underscaled their track so as to be able to fit enough swivel with their bogies, between frames or solebars for sharp curves. America has done the opposite, widened their gauge or regauged so to get the wheels apart to give enough movement around that centre chassis for sharp curves.

The European manufacturers such as Fleishman and Rivarossi, seem to vary their scale a little and use a slightly smaller scale for centre chassis.

I doubt if locos and motors ever had anything to do with scale;gauge ratio. It was the wagons that caused that.

What is your opinion.

BROUGHTON BOYDELL.

Dear Sir,

Mr Bermingham's complaint is not new or isolated. I recall many years ago hearing a similar tale of disillusionment from a gentleman in a northern city of New South Wales.

Having built up a handsome business as an electrical wizard, he stopped one day as we all have to watch a train set in motion in a shop window. It was love at first sight and purchase was immediate despite the shopkeeper's polite query as to how old was the little boy. The idea that grown men prefer to operate model trains instead of kneeling on the prayer mats and involking the aid of a St. Bias on the local green is still foreign to many.

In search of knowledge for railway modelling know-how, he turned his face to the south and made the pilgrimage to Ashfield. Arriving at this then "Mecca" for modellers, he sought advice from the wise ones. Like Mr. Birmingham he met with complete indifference, to quote the mildest of his tirade against clubs, "they seemed amused".

Later he built his own layouts, and sophisticated control units, superior to the proprietary items, but he was sour on clubs ever after.

The pros. and cons. of clubs are a vexation. The Lionel Corporation in their excellent book "Model Railroading" devotes a complete chapter on the subject of clubs. Briefly it would appear the perfectly competent lone operator is a rarity and we all need our fellowmen.

In defence of clubs, I do not think Mr. Bermingham's experience is typical of modellers. Most will go out of their way to assist the novice.

Personally I have been to many clubs as a complete stranger, but I break the ice by introducing myself even at private layouts. I certainly never felt I was unwelcome.

Tell you what Mr. Bermingham, take your layout on the front lawn, open the gates, and before you know it, a crowd of adults and children will gather. What with answering questions and the pride of operating trains for the delight of others, you will feel about ten feet tall. As for problems you will be surprised how quick you can get over them when you have to. Try it.

PETER ROGERS

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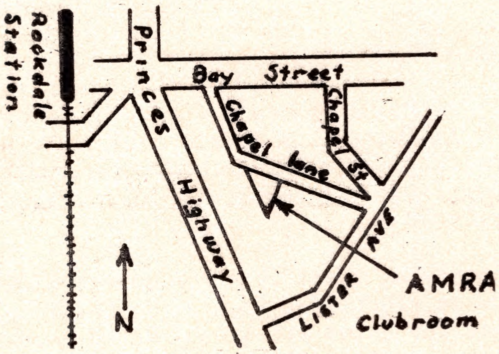
Branch Reports

NEW SOUTH WALES.



By now I hope you will all have received your March to August programme, which I hope is placed in a prominent position so the goings on can be easily read.

During March the club was well patronised by members and friends. On March 3rd the ladies held the "Ladies Auxilliary A.G.M." with a total of six ladies in attendance. I dare say that the ladies would like to see more new faces from time to time as "many hands make light work" to coin a phrase.

The modelling clinic is proceeding well with the model of the N.S.W.R. CPH railmotor. This appears to be a popular model by the number of members making them. If you haven't had a go at scratch building, why not come along to the next clinic and give it a try?

The three rail AD-DC layout now has a new control panel and is operational except for the scenery. Work appears to have stopped on the N gauge layout. This appears to be caused by the fall in number of N gaugers who are attending meetings. We would like to see a lot more N gaugers turning up to meetings to make this project worth while.

17th March Problem Panel. Well from the amount of questions asked by the members it is assumed that there are not any problems amongst railway modellers in the N.S.W. Branch.

Coming attractions - from the programme:

PUT THESE ON THE TOP PAGE OF YOUR NOTE BOOK!!

Fri. June 22nd Slide night, given by our guest, Mr. N. Thorpe of the A.R.H.S.

The last two nights given by Mr. Thorpe have been beauties and his next should not be missed.

Fri. June 29th Visit to A.C.L. glass-works, organised by Ron Gray.

From the talk about this visit last year, it is an eye opener as to how the glassworks operate.

L,L. & G.B.

QUEENSLAND.

At our February meeting, Jim Fainges gave an interesting talk on the use of styrene sheet in modelling and showed some of the techniques he uses.

At our March meeting Cec Wall gave a talk on the Centralised Traffic Control System on his layout, whereby one operator sets up routes and sections on the control panel. The driver has only to obey his cab signals. This was followed by the running of trains on the layout.

On 17th March, our auction was held in conjunction with S.C.M.R.A. (Sunshine Division) in the garden of Eric Lyon's home. Eric was our Auctioneer as usual and knocked down the goods for sale in fine style.

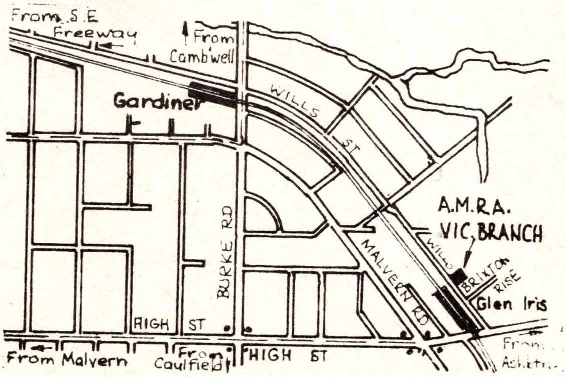
Further meetings for the list:

Aug. 23rd. Rodger Kershaw, 57 Bargo St. Arana Hills. "Slides of N.S.W.R."

For details of meetings or any information, contact Arthur Robinson, on 24-2011, ext. 473, during working hours.

ARTHUR ROBINSON.

VICTORIA.



Meetings are held on the second Thursday of each month, at Tim Dunlop House, 92 Wills Street, Glen Iris, commencing at 8.00 p.m.

The A.G.M. held on Thursday 12th Apr. re-elected H.G. Armstrong as branch President, with supporting officers as follows:

Vice Pres.	W.J. Morehouse.
Secretary	J.J. Harry.
Treasurer	S. St.J. Westerman.
Committee	M.R. Baker, T.R. Little, W.U. Bates.
Librarian	T.B. Southwall.
Property Committee	J.A. Humphries, E. Inchley, G.H. Brown.
Social Organiser	B.R. Chester.
Ass. Soc. Organiser	E.S. Doherty.
Exhibition Organiser	R. Mannell.

With the sanding and polishing of the upper hall floor, our brightly painted meeting area is a credit to the volunteer work force who brought about its transformation. The forming of a Ladies Auxiliary will ensure the installation of curtains, and allow the work on the lower floor and exterior to proceed.

A recent competition resulted in the selection of a plan by G.V. Pentlin, which embodied all the desirable features for a Club Layout. Design and preparatory draughting of working drawings is now in hand. With an area of some 30' x 24' available for the construction of the permanent HO layout, every member, whether running Z,N, HO, O, or larger scale at home, will find pleasure in its operation.

The agenda for the next three months is as follows:

June 14th.	Auction night, with competition for construction of a Lineside Structure.
July 12th.	Monthly meeting - Details to be arranged.
July 21st.	Car Rally.
Aug. 9th.	Monthly meeting - Details to be arranged.

The efforts of the Committee who devote considerable time to Branch affairs is to no avail if members do not participate in the social activities and the working bees for layout and property improvements. A number of more specialised jobs are waiting for trained personell, but there are plenty of jobs for everyone. Don't leave it to others - get YOUR name on the roster board, and earn credit for operating time on the new layout.

LADIES OF VICTORIAN BRANCH.

The next meeting of the newly formed Ladies' Auxiliary will be held on 15th June next at 8 p.m., at the home of Sylvia Walton, 36 Woodhouse Road, Doncaster East (phone 842-5391).

JOHN J. HARRY

News From Other Clubs

PROSPECT MODEL RAILWAY CLUB.

The Prospect Model Railway Club is holding its Annual Exhibition of Model Railways at the Senior Citizens' Hall, Blacktown, on the Queens Birthday long weekend in June. That's the 9-10-11th of June, and the hall is in Kildere Street, Blacktown.

It is hoped that all the exhibits on display will be from our own members and will, of course, include our 24' x 8' Club HO Layout with all its new scenery. Opening times to the public are:

Saturday 9th	9 am. to 8.30 pm.
Sunday 10th	12.30 pm. to 7.30 pm.
Monday 11th	9 am. to 5 pm.

Admission will remain as last year at 40 cents and 20 cents.

R.T. LOCKITT.
Hon. Sec.

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